Ohio Rail Development Commission

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January 13, 2011

Dear Commissioners:

Enclosed please find relevant information to the **Thursday, January 20, 2011** Commission Meeting. Minutes of the November 18, 2010 Commission Meeting are enclosed for your review.

This meeting will be held at the **Ohio Department of Transportation's Headquarters, 1980 West Broad Street, Columbus, Ohio, Room GA, Lower Level**. Standing Committees of the Commission will meet before the Commission Meeting. The Long-Term Strategy/Economic Development Committee Meeting will be held in Room 3C, the Human Resources Committee Meeting will be held in Room 3A and the Contract and Property Advisory Committee Meeting will be held in Room 3B at 10:00 a.m. The ORDC Commission meeting will begin promptly at 11:00 a.m.

If you haven't already done so, please contact Suzy Pettet to confirm your attendance. You may reach her at 614/728-9497 (telephone) or by e-mail at suzanne.pettet@dot.state.oh.us

We look forward to seeing you.

Sincerely,

James G. Bradley
Chairman

Enclosures

THE OHIO RAIL DEVELOPMENT COMMISSION

MEETING AGENDA - Revised

Thursday, January 20, 2011, 11:00 a.m.

Ohio Department of Transportation Headquarters

1980 West Broad Street, Room GA, Lower Level, Columbus, Ohio

CALL TO ORDER: James G. Bradley, Chairman

- Welcome
- Roll Call
- Approval of Minutes from November Meeting

EXECUTIVE DIRECTOR REPORT: Matt Dietrich

FINANCE REPORT: Megan McClory

ITEMS FOR APPROVAL

- Resolution 11-01: FRA Grant to Zanesville-Muskingum County Port Authority – Administration
- Resolution 11-02: Van Wert Port Authority "SPEG" Line Salvage Funds for Branchline/Job Ready Site Project
- Resolution 11-03: Greenfield Line Bridge Rehabilitation
- Resolution 11-04: Cleveland Commercial Railroad Steel Coil Transload

APPROVED PROJECT BRIEFINGS

- I&ORY Lancaster to Logan Line Track Rehabilitation, Phase I
- ACJ RR Emergency Bridge Repairs

REPORTS OF COMMITTEES

- Panhandle Long Term Lease
- Contract & Property Advisory
- Human Resources
- Long-Term Strategy/Economic Development

OLD BUSINESS

NEW BUSINESS

PUBLIC COMMENT

EXECUTIVE SESSION

- Sarah E. Hughes v. Ohio Rail Development Commission
- Ralph Van Hoose, Jr., Et Al. v. Ohio Rail Development Commission

ADJOURN

MINUTES OF THE OHIO RAIL DEVELOPMENT COMMISSION
REGULAR BI-MONTHLY MEETING
November 18, 2010

CALL TO ORDER

The meeting of the Ohio Rail Development Commission was called to order by Chairman James Bradley at 11:15 a.m. on Thursday, November 18, 2010.

MEMBERS PRESENT

Members present included: Chairman James Bradley, Commissioners Rob Greenlese, Bill Lozier, Jolene Molitoris, Larry Sowers, Barbara Hammontree-Bennett, Herk Wolfe, Solomon Jackson, Tom McOwen, Kim Wheeler for Senator Steve Buehrer and Nick Brusky for Representative Terry Boose. Senator Jason Wilson arrived late. Commissioner Murdock was unable to attend. There were nine voting members present, therefore a quorum was obtained.

APPROVAL OF THE MINUTES OF THE SEPTEMBER MEETING

Chairman Bradley asked for a motion to approve the minutes of the September 2010 meeting. Commissioner Lozier moved to approve the minutes and Commissioner Bennett seconded the motion. Roll call was taken. The minutes were approved as presented with nine votes in the affirmative.

EXECUTIVE DIRECTOR'S REPORT

Director Dietrich presented the Executive Director's Report. Director Dietrich said copies were provided via e-mail on Monday and hard copies were distributed today. Director Dietrich gave an update on the CSX National Gateway TIGER Grant. Two of the five agreements have been approved. The agreement between CSX and ORDC was executed on November 9, 2010. The resolution that was passed last month enabled us to be able to accept monies from CSX for this project. Due to the uniqueness of our structure, the ORDC was the only entity able to administer the project. Tom Burns inspected all 43 sites last week.

Director Dietrich said that there will be a meeting at 1:00 in the Auditorium with the railroads and other stakeholders to discuss the proposed Crossbuck Assembly Program in which all of the passive warning devices in Ohio would be upgraded to the latest reflectivity standards and the Buckeye Crossbuck will be replaced. Director Dietrich said this has been facilitated through two issues: Ohio's responsibility to remove the Buckeye Crossbuck as part of the National Pilot Project and the new reflectivity standards put out by the FRA. We are hoping that by working with the railroads, we can come up with a real win-win in terms of saving both the state and the railroads money and by improving safety at all of our passive crossings in the state.

Director Dietrich said that included in Megan's report on Page 16 is the budget letter that was sent over to OBM. He pointed out the four important themes that help detail what benefits the commission has to the State of Ohio. One is the flexibility in our statutory authority to partner with private sector, public sector, and non-profit entities; another is responsiveness in being small and agile with the ability to respond to customer needs; another is representation of our volunteer board with backgrounds including shipping, logistics, business, labor, engineering, economic development, railroading, and transportation planning; and the last one is perspective in being an independent voice on rail-related issues.

Director Dietrich said that he has been working with Commissioner Jackson on the Annual Report. We have received quotes from Wick Moorman, CEO of Norfolk Southern; Michael

Ward, President and CEO of CSX Corporation, and Bradley Irons, Marion County Engineer (a copy of these quotes was handed out at the meeting). These quotes will be incorporated into the Annual Report.

Director Dietrich extended his thanks to Governor Strickland and his team which includes Director of Development, Lisa Patt-McDaniel, and Director of Transportation, Jolene Molitoris. Director Dietrich appreciates everything we have been able to do. We were able to work with the Department of Development who administered the $100,000,000 for Logistics and Distribution; we partnered with ODOT with the $75,000,000 in stimulus dollars; we partnered with ODOT on the application for the 3C project; and for all the help we were given from Tim Hill and Carmen Stemen of ODOT, on the National Gateway Project.

Chairman Bradley stated that he has been involved with the Rail Commission for a year. He has seen firsthand Governor Strickland's enthusiasm and support of his vision for rail intermodal freight and passenger projects, particularly in economic development. Chairman Bradley gave his thanks to Governor Strickland and his staff for the support they have given this organization and efforts to economic development in the State of Ohio.

FINANCE REPORT

Megan McClory, ORDC's Secretary-Treasurer, presented the Finance Report to the Commissioners, which can be found on page 10 of the commission packet. Ms. McClory said that the FY 2012-2013 budget was submitted to OBM on November 1, 2010. The request totals over $20,000,000 per fiscal year and includes ongoing funding for our programs. Ms. McClory said Governor-Elect Kasich is required to submit his budget to the legislature by March 15, 2011.

Ms. McClory gave an update on the non-safety ARRA projects. She said that we are under construction many and nearing completion on several others. The $7,000,000 Panhandle Rail Line project to rehabilitate Gould Tunnel and a significant number of the tie and rail replacements should be completed by the end of the month. The City of Youngstown/Brier Hill Industrial Park project was initially bid over estimate and rebid. We are hoping for direction from FHWA to proceed shortly.

Ms. McClory also said that a draft of the 2011 Meeting Calendar was included in the packet on Page 60.

RESOLUTION 10-13 – INDIANA & OHIO RAILWAY MIDLAND SUBDIVISION REHABILITATION, PHASE III GRANT

Tom Burns presented the briefing found on page 22 of the commission packet. ORDC would be providing the Indiana & Ohio Railway (I&ORY) a grant of $200,000 to be matched dollar for dollar (or more) by the I&ORY. This would be Phase III of the Midland Subdivision rehabilitation project. ORDC provided $230,000 to perform Phase I work and $200,000 to perform Phase II work. Phase 1 and Phase II work has been completed. I&ORY serves four rail users on the north section of track. These businesses employ 115 people. I&ORY's General Manager, Ryan Ratledge, was available to answer any questions. Commissioner Lozier asked what the importance of the 1800' around Columbus was. Mr. Ratledge said that it points out that I&ORY does not have trackage rights into all segments. CSX uses the segment of track to interchange loaded and empty cars.

Commissioner Greenlese made a motion to approve resolution 10-13. Commissioner Bennett seconded the motion. Roll call was taken with nine votes in the affirmative.

RESOLUTION 10-14 – RJ CORMAN WESTERN OHIO LINES TRACK WORK REHABILITATION GRANT

Commissioner Jackson recused himself from the discussion of this agenda item.

Tom Burns presented the briefing found on page 28 of the commission packet. Staff is recommending a grant to RJ Corman of $200,000 to address cross tie replacement on its St. Marys line. This is a continuation of numerous phases of work. DeeDee Bowman of RJ Corman was available for questions. Chairman Bradley asked Mr. Burns to explain why the grant is needed. Mr. Burns said it will help the continuation of the project. The maintenance on this line is higher and they could use a little extra help. Director Dietrich said this project was identified through the Rehabilitation Program. The grant will allow us to finish this final phase of the project.

Commissioner Sowers made a motion to approve resolution 10-14. Commissioner Molitoris seconded the motion. Roll call was taken with eight votes in the affirmative.

RESOLUTION 10-15 – D&L ENERGY GROUP SIDE TRACK REHABILITATION PROJECT LOAN

Lou Jannazo presented the briefing found on page 35 of the commission packet. Staff is proposing that ORDC provide D&L Energy Group a loan of up to $163,000 for the rehabilitation of a 700 ft. side track to serve a new brine water disposal facility. Ben Lupo, President of D&L Energy Group, was available to answer any questions. Chairman Bradley asked how far the water comes from. Mr. Lupo said it comes as far away as the eastern part of Pennsylvania. He said the safest and best place to put the water is in a disposal well. He also said there are several people that want to bring their water to them. Chairman Bradley asked Mr. Lupo if there were other companies that are in this business. Mr. Lupo said their disposal facility is the only one in the area.

Commissioner McOwen made a motion to approve resolution 10-15. Commissioner Bennett seconded the motion. Roll call was taken with nine votes in the affirmative.

RESOLUTION 10-16 – MPR CHAIN SOLUTIONS RAIL-TRUCK-BARGE TRANSLOAD PROJECT LOAN

Lou Jannazo presented the briefing. Copies were provided via e-mail on Monday and hard copies were distributed today. The ORDC would provide MPR Chain Solutions a loan of $250,000 to complete a $4.2 million project to expand an established truck-barge transloading facility in Bellaire, Ohio to be served by the Wheeling & Lake Erie Railway. These rail improvements will get rail tracks on the MPR site making the MPR facility a rail-truck-barge transload. MPR has been awarded a State Logistics and Distributing Program forgivable loan of $2 million for various improvements. Principals of MPR, Mr. Rick Frio and Mr. David Humphries, and Mr. Larry Merry from Belmont County Port Authority were available to answer any questions. Chairman Bradley asked what the level of employment will be. Mr. Rick Frio said they ship 25-30 loads a day and employ 20 people now. They are budgeted for 73 people. They are building two rail spurs into the site. Senator Jason Wilson said he is very much in

support of this project due to its job creation. This project offers the chance to create a whole new industry in Eastern Ohio at a time when they need it most.

Director Molitoris made a motion to approve this resolution. Commissioner Bennett seconded the motion. Roll call was taken with nine votes in the affirmative.

APPROVED PROJECT BRIEFING: CITY OF GREENFIELD, MIDLAND CITY TO GREENFIELD LINE REHABILITATION

Lou Jannazo presented the briefing found on page 41 of the commission packet. The ORDC is providing the City of Greenfield a grant of $130,000 for the rehabilitation of 3.8 miles of the 29.5 mile long Midland City to Greenfield Line. The work will include tie replacement, raising, surfacing, and related work. The City of Greenfield is having problems meeting basic maintenance needs of the line. Johnson Controls has temporarily shut down their plant. Brian Smith, City of Greenfield's Public Safety Service Director was available to answer any questions.

APPROVED PROJECT BRIEFING: NOVOTEC RAIL SPUR, COLUMBUS

Lou Jannazo presented the briefing found on page 45 of the commission packet. The ORDC is providing Novotec Recycling, LLC a grant of $50,000 and up to a $100,000 loan to reinstall a turn-out from a Norfolk Southern siding, and to repair an existing 600 ft. rail spur at the Novotec plant in Columbus. Novotec and Siam Reclaim Technologies are affiliated companies that share a plant on the east side of Columbus. The Bolon Company owns the plant and is a 50% owner of Novotec with Siam being the other part owner. The affiliates recycle and reclaim materials primarily from computers and televisions. Tom Bolon, Principal, was available to answer any questions. Mr. Jannazo said that they have a permit from PUCO to take waste plastic and turn it into energy, as well as other things in the future. Commissioner Greenlese asked Mr. Bolon if the site was previously there. Mr. Bolon said it had been unused and they have been there for three years.

APPROVED PROJECT BRIEFING: LANCASTER PORT AUTHORITY TRANSLOAD ON I&ORY

Lou Jannazo presented the briefing found on page 49 of the commission packet. The ORDC is providing the Lancaster Port Authority (LPA) a grant of up to $125,000 to help LPA rehabilitate a spur track, construct loading/unloading pads, and a driveway to establish a self-service transloading operation along the I&ORY Lancaster Industrial Track in Lancaster. Earlier this year, I&ORY completed a $228,000 track rehabilitation project on the Lancaster Industrial Track with half of the funds ($114,000) coming from an ORDC grant. The Westerman Companies is located in Bremen, Ohio. They employ 150 people, and are hoping to add 80 more. They are the largest producer of enriched uranium hexafluoride storage and transportation cylinders. They do not have rail service and they need access to rail. The Westerman Companies is contributing $100,000 towards this project. Mike Pettit, with the Lancaster Port Authority, was available to answer any questions. Chairman Bradley said to sum this up, the report says without ORDC's funding the Westerman Companies would not be able to add 80 jobs. Chairman Bradley said this is what it is all about. Mr. Pettit said Westerman Companies appreciates the grant and they are ready to go.

REPORTS OF COMMITTEES

Panhandle Long Term Lease and Contract & Property Advisory Committee

Commissioner McOwen said in the report of the July Panhandle Long-Term Lease Committee meeting, staff was asked to get actively involved in going through the details of the Panhandle long-term lease. The staff is working on that and progress is being made.

Commissioner McOwen said that at the Contract and Property Advisory Committee, they had a brief update on the Panhandle Lease. A major subject was the potential sale of the Piney Fork Line. The State bought the line in the early 1980s and it has been very marginal ever since but there is now the potential of new business. The operators are looking into converting their lease into a purchase for a majority of the line and shared their proposal with the committee.

The committee had a discussion on the Sunshine Law. Mr. Klodell was present to explain what it is and what it means.

Commissioner McOwen said that an item was on the agenda about any potential sale or lease. The committee did not have time to discuss, but they need to determine what criteria needs to be in place for potential sales or leases. Commissioner McOwen said we need to have a procedure. Commissioner Bennett said the State may already have a procedure in place. Mr. Klodell said the ORDC is very flexible and generally permitted to sell because we are not under the same restrictions as other state agencies.

Human Resources – Commissioner Jackson

Commissioner Jackson said that the committee discussed two issues. The first issue is that they were charged by the Chair to get involved in the Annual Report. They are working with Matt and Stu. It is a work in progress. The second issue is taking a look at how the Human Resource Committee can be of greater service to the staff. One way is to talk to the staff. Gloria Howard and Susan Kirkland are working on ways to do this.

Economic Development and Strategic Planning Committee – Commissioner Bennett

Commissioner Bennett said that the committee discussed two topics. The first one was to review the mission and goals and the second one was to begin looking at benefits and quantifiable measures. The summary of the mission and goals were a result of the working session at the Retreat. At the Retreat, a draft of the ORDC Vision Statement was created. Six goals were drafted. Each goal has objectives and strategies. There is one word-smithing change to be made – under the Goal of Balanced Transportation Policy it should not only be for public benefits, but private benefits, also. Commissioner Bennett made a motion to adopt the vision, goals, and objectives of the ORDC as presented to the Commission. Commissioner Wolfe seconded the motion. Roll call was taken with eight votes in the affirmative. [Director Molitoris had stepped out of the room and was not present for the vote on the motion.]

Commissioner Bennett thanked Suzann Rhodes and her team at Wilbur Smith and Associates for pulling together the vision statement and goals. They prepared a nice handout that we will be able to give to our legislators, etc.

Commissioner Bennett said the committee began discussing the quantifiable measures we will be able to use for assessing projects. They did not get to finish their discussion. Commissioner Bennett said they will have an open meeting to continue the discussion. They are making good

progress.

OLD BUSINESS
There was no old business to come before the Commission.

NEW BUSINESS
Chairman Bradley asked that anyone with concerns about the draft Meeting Schedule for 2011 contact Matt or Megan.

PUBLIC COMMENT
Rusty Orben with CSX gave an update on their new facility in North Baltimore. He said the cranes are fully erected. Stu Nicholson said it is an amazing facility. He urges everyone to tour the facility. Mr. Nicholson sent out pictures he took at the site. Commissioner Lozier asked Mr. Orben what pulled Ohio over top of other states. Mr. Orben said the location of the terminal is ideal.

Art Arnold with the Ohio Railroad Association said the efforts of the Strickland Administration during the state's economic challenge with the state and federal stimulus was terrific in recognizing the freight rail's role. Mr. Arnold thanked Director Molitoris for all her hard work, along with the ORDC and ODOT. Mr. Arnold said the Governor-Elect said that he recognized the importance of freight rail. They look forward to continuing to be a beneficial part of freight rail.

EXECUTIVE SESSION
At 12:26 p.m. Chairman Bradley made a motion to move to Executive Session to discuss *Sarah E. Hughes vs. Ohio Rail Development Commission.* Commissioner Sowers seconded the motion. Roll call was taken with nine votes in the affirmative.

ADJOURNMENT
At the conclusion of the Executive Session, Chairman Bradley called the meeting back to order and immediately adjourned the Ohio Rail Development Commission meeting at 1:07 p.m.

TO: ORDC Commissioners

FROM: Matthew Dietrich

SUBJECT: January 2011 Executive Director's Report

This document reflects the accomplishments and highlights of the Ohio Rail Development Commission since the November Commission Meeting.

1. National Gateway Grants: The CSX National Gateway project is a major regional freight rail initiative creating an intermodal hub system with its center at the new CSX North Baltimore, Ohio Intermodal Yard. The project involves the states of Ohio, Pennsylvania, West Virginia, Maryland, Virginia and the District of Columbia. The project creates intermodal double-stack container routes from the Ports in North Carolina, Virginia and Maryland to intermodal facilities in the Midwest. The total project cost is $842 million. In fall 2009, ORDC, on behalf of the coalition of states, submitted a $258 million grant request for Transportation Investment Generating Economic Recovery (TIGER) program. The project was awarded $98 million for the $118 million Phase 1 of the project (43 projects) which will provide double stack clearance between the new North Baltimore, Ohio intermodal yard under construction and an existing intermodal yard in Chambersburg, PA. Ohio and Pennsylvania are providing $30-million and $35-million, respectively, as matching funds. CSX is providing $20 million and covering any cost overruns for the double project in addition to its $175-million investment in the North Baltimore facility. Staff is happy to report that all of the necessary agreements to proceed with the Construction of the National Gateway are now in place. These agreements include the following:

   - ORDC – US DOT Grant Agreement: This is the actual agreement that secures the $98 million award for the project. ORDC is the grant recipient for the entire four-state project.

   - A Memorandum of Agreement between the Federal Highway Administration, Eastern Federal Lands Division and the four states of the Gateway Coalition in Phase 1: Ohio, Pennsylvania, West Virginia and Maryland. This agreement assigns the project oversight and administration of the project to FHWA, Eastern Lands.

   - A Memorandum of Agreement between the Federal Highway Administration, Eastern Federal Lands Division and CSX regarding project management of the construction projects.

   - A grant agreement between CSX and the ORDC regarding administration and ARRA reporting requirements of the project.

   Short term activities for staff include review of construction projects in Ohio, CSX securing the construction management oversight contract, and working with FHWA and CSX to finalize the performance measures of the project.

2. Because the full public benefits of this project are not realized until double stack clearances are achieved between the east coast ports and Midwest terminals, the next steps for this project involve bringing the entire seven-member coalition together to begin advancing the remaining National Gateway Segments.

3. Safety Program Project Development Process: Staff is documenting the project development process for ORDC's grade crossing safety programs. This work has been initiated at the request of the Federal Highway Administration, Ohio Division and builds on the previous efforts including a FHWA Quality Improvement Review (QIR) conducted last year. Staff is using the ODOT Project Development Process (PDP) for minor and minimal projects as a guide.

4. Crossbuck Assembly Program: Staff is happy to report that we have received federal authorization to proceed with the Crossbuck Assembly Program that was first presented to the Commission last March by Tom Burns and discussed at the November meeting. This program will upgrade all of the passive grade crossings warning devices (crossbucks) to meet current Manual of Uniform Traffic Control Device (MUTCD) standards including the most current reflectivity standards and the replacement of the Buckeye Crossbuck. This program has been developed in coordination with both the railroads and ODOT Traffic Engineering.

5. Shortline Tax Credit: The Tax Relief, Unemployment Insurance Reauthorization, and Job Creation Act of 2010 extended the Short Line Tax Credit (Section 45G) through December 31, 2011. This is a $3,500 per mile credit for rail construction costs.

6. State Rail Plan: Attached to this report is a copy of the *Draft Proposed ORDC Project Evaluation Process and Measures* developed by Wilbur Smith and under consideration by the Long-Term Strategy/Economic Development Committee.

7. New Commissioners: I wish to welcome Ohio Department of Transportation Director Jerry Wray and Ohio Department of Development Director Mark Kvamme and Ron Rasmus to the Commission.

Draft
Proposed ORDC Project Evaluation Process and Measures

I. Introduction

The Ohio Rail Development Commission (ORDC) and the Ohio Department of Transportation (ODOT) have engaged Wilbur Smith Associates (WSA) to develop a project-based analytical approach for evaluating rail freight improvement project requests. The proposed process is to provide a clearly-defined procedure and quantitative analysis for evaluating and selecting rail projects for public investment. The process is to define the specific conditions and priorities under which public investment will be considered by ORDC.

This document presents the policy level proposed evaluation process and measures to be used by ORDC for rail freight improvement project evaluation. It is submitted for ORDC approval.

In addition to this policy document, a second set of deliverables are being developed. These include: a freight rail project funding request application; a user-friendly document, for project applicants, describing the information required for project consideration and instructions for completing the application; and, an Excel based evaluation tool that incorporates policies and measures set forth in this policy document to rate the attributes in each application.

Background Research

The approach utilized to develop the project evaluation methodology began with understanding the current ORDC rail project selection process. ORDC provided WSA with written summaries of their current processes. ORDC staff members were also interviewed to provide insights into the approach and criteria used to select rail projects for funding. Interviews were held with Lou Jannazo, Chief of Project Development and Cathy Stout, Assistant Manager of the Safety Program. These program managers were asked to describe the functions of their department, how projects are selected for Commission consideration and approval, and the funding process for selected projects.

To supplement the project selection criteria utilized in Ohio, WSA also identified and analyzed rail assistance programs in other states to review alternative criteria, processes and procedures used to select rail projects for public funding.

Guidelines for Evaluation Process

Based on review of discussion documents and comments provided at November 18, 2010 and December 16, 2010 meetings with ORDC's Long Term Strategy /Economics Development Committee, ORDC and WSA staff, and other interested parties, the

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following guidelines for a project evaluation process and application were developed and agreed to:

- The public benefits to be realized from changes due to project implementation should be quantified;
- Benefits to be quantified should include shipper savings, railroad operational improvements, and truck diversion benefits in terms of reduced energy and emissions, highway congestion, and public safety;
- Evaluation of railroads' ability to finance proposed projects should be strengthened
- Applicant railroads' potential to increase their financial viability through proposed projects should be quantifiable.
- The capability to evaluate applicant railroads through comparison to system operational averages should be built into the system;
- The evaluation tool should be relatively easy for staff to use and maintain;
- The evaluation process and tool should not overly burden the railroad industry with regard to the level of data required for project applications; and,
- The process should provide the ability to rate projects on individual attributes, but not be based on a specific scoring system.

The evaluation methodology proposed is comprised of five components:

A. The proposed project's general public economic benefits and other benefits related to retaining or diverting freight traffic to rail;
B. The applicant's financial viability;
C. The applicant's current operational effectiveness;
D. Project-level economic analysis for branch line projects; and,
E. Project-level economic analysis for mainline and intermodal projects.

The benefits generated from the proposed methodology concentrates on the loaded portion of existing or new rail traffic. It also takes into consideration the types of commodity and train service involved. The application data required to implement this approach meets or slightly exceeds the level of data required by other states in the region with significantly larger rail assistance programs (e.g. Pennsylvania, New York).

The proposed measures and evaluation tools are described below in terms of both providing the data necessary to ensure projects meet Program goals and objectives, and as a means to evaluate all aspects of individual projects in an objective and consistent manner.

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II. Quantification of ORDC Rail Program Goals and Objectives

ORDC has established six goals related to its mission and vision. Although some of the specific objectives and strategies related to these goals are not quantifiable, a number of the evaluation measures proposed will provide the reliable data required to justify decisions on a project or program basis. This data will provide quantifiable levels of dollar savings, reduced transportation-related impacts, or increased transportation efficiencies in total, or in terms of public dollars invested for policy-makers or the public. Examples for each of the six goals are provided below.

Goal - Economic Development: Support a fully integrated, well managed transportation system the drives business growth, prosperity, job creation and retention

Objectives:

- Preserve and enhance existing rail lines and corridors
- Provide rail access to retain and attract new businesses
- Provide Ohio's communities and industries with transportation options, connectivity and opportunities

Strategies:

- Develop policies that balance the transportation needs and requirements of existing industries and communities with new economic opportunities
- Work with Ohio railroads and other state and local agencies to leverage public and private resources to provide efficient rail access
- Provide incentives that improve access to rail service for Ohio communities and industries
- Work with railroads to continue to identify intermodal freight opportunities

Related Measurements

The project evaluation measurements proposed will quantify a number of economic benefits related to proposed projects. Proposed economic benefits include:

- Additional/retained railroad, industrial and related construction jobs related to the project plus appropriate economic multipliers;
- Transportation cost savings to the railroad and shippers due to the project.

In addition a qualitative analysis of transportation and logistics improvements directly attributable to the project and an analysis of any extraordinary logistical or infrastructure issues would accompany the derived economic benefits.

Goal – Funding: Secure funding for rail projects supporting a transportation network that provides a public benefit for Ohioans.

Objectives:

- Indentify public benefits for all rail projects
- Identify financial resources for rail projects and programs

Strategies:

- Develop and continue to refine a rail project evaluation and selection process that determines both whether public finding is warranted and the appropriate level of funding.
- When clear public benefits can be demonstrated, develop funding strategies to finance rail projects through multi-agency authorities, public-private partnerships and allowing public sector investments in private model operations.

Related Measurements

The proposed financial and operational viability evaluation measures will provide the information necessary for ORDC to more clearly determine whether public funding is warranted or the appropriate level of public funding necessary to advance the project. These measures include:

- Average net profit to project cost, which provides likely near term financial ability to finance improvements;
- Carloads per mile, which provides an indirect measure of existing and future profit potential; and
- Operating ratio, which provides a measure of operational efficiency and likely financial viability.

The methodology will also allow for situations where even if a rail line operates profitably, the potential for significantly large public benefits would merit consideration of financial assistance if it resulted in accelerating the timing or expanding the scope of the project.

The use of this financial results-based analysis tool and the resulting quantification of public benefits may also provide ORDC with the supporting evidence required to increase the level of rail project investment partnership arrangements with other regional and local public or private entities.

Goal – Safety: Work with railroads, the Public Utilities Commission of Ohio and the Ohio Department of Transportation to maintain a safe rail system.

Objectives:

- Increase the number of locations with warning devices
- Increase the number of at-grade crossings closed
- Reduce derailments

Strategies:

- Leverage private and public funding
- Support infrastructure improvements related to safety
- Implement the railroad crossing and traffic signal preemption program
- Continue to exceed the Federal Section 130 Program requirements

Related Measurements
Most of the above safety-related objectives and strategies are related to the Grade Crossing Improvement Program. Ohio's program is diverse, includes a significant level of public involvement, and follows strict federal project evaluation guidelines.

The objective to reduce derailments, however, can be measured by evaluating the respective reduction of substandard and minimum standard track conditions which have a direct correlation to track-related derailments. Proposed specific measurements will include:

- The relative reduction of excepted track miles due to the proposed project
- The relative improvement in track condition in terms of FRA Track Class miles
- The relative improvements above in relation to existing or increased hazardous materials handled
- Quantification of highway congestion and safety (accident) savings.

Goal – Environmental Benefits: Support sustainable rail programs and projects that enhance Ohio's environment.

Objective: Improve environmental quality, especially in terms of air quality.

Strategies:

- Support rail-related emission reduction programs
- Incorporate cost-effective green principles in future rail projects
- Promote modal diversion to rail to reduce roadway congestion

Related Measurements
The proposed evaluation measures will provide the quantities (in annual tons) of four major transportation pollutants saved in moving existing or new commodities via rail as opposed to truck. The specific environmental and energy-related measures proposed will include:

- Tons of carbon monoxide reduced annually
- Tons of nitrogen oxide reduced annually
- Tons of particulate matter reduced annually
- Tons of carbon dioxide reduced annually
- Net fuel savings annually in gallons

The quantities of emissions or fuel savings can be provided on a project or program basis or presented in terms of the amount reduced per dollar of public investment.

The concept of modal diversion can also be provided through the proposed measure of the number of trucks displaced due the project. This measure will take into consideration the types of commodities and rail services involved in the proposed project.

Goal – Efficient Railways: In partnership with private railroads, create a fast, frequent and reliable rail network that connects Ohio to the national transportation system.

Objectives:

- Improve on-time performance
- Preserve, maintain, expand, and modernize Ohio's rail system, including main lines and branch lines
- Preserve existing tracks and rail rights-of-way for future use.
- Improve access to global and domestic markets through seamless intermodal connectivity
- Provide improved transportation choices for Ohio communities and industries.

Strategies:

- Sponsor programs and projects that improve time reliability, capacity, access and seamless connections between rail and other transportation modes.

Related Measurements

The proposed evaluation measures include a number of rail operational characteristics. The proposed operational characteristics to be evaluated include:

- Change in average system speed (mph)
- Change in locomotive fuel costs
- Change in system maintenance costs
- Changes in system track class conditions
- Changes in system 286k capability

The characteristics to be evaluated above provide a direct linkage in determining the project's potential to improve on-time performance, reliability, capacity and access as well as to preserve and expand system usage.

Additional measures related to financial viability, such as changes in carloads and revenue per mile, and reduction in system operating costs also provide an indirect measure of the applicant's potential to maintain or increase operational efficiency in the future due to increased profitability.

Goal – Balanced Transportation Policy: Increase support for rail.

Objective: Educate and inform Ohio citizens and decision makers about the benefits of rail.

Strategy: Provide a rail development perspective on policy issues to advance a balanced transportation policy.

Related Measurements

The evaluation measurements discussed above all provide the ability to present proposed project decisions with resulting quantifiable benefits. These benefits can be provided in terms of:

- Economic benefits
- Rail system efficiency and safety benefits,
- Environmental and energy benefits, and
- Highway maintenance, congestion and safety benefits

All of these benefit types will be quantified through multiple measures.

III. Project Evaluation and Optimization

The evaluation measures proposed above to support the program or individual projects' meeting established goals and objectives can be similarly utilized and expanded to conduct project analysis in terms of specific ORDC objectives. The evaluation measures can also be subjected to optimization criteria to determine the extent proposed projects attain specific standards.

Application of optimization criteria is intended for internal staff use and can be adjusted as objectives or standards change.

The measures and optimization criteria are described in more detail and presented in terms of economic and operational characteristics from both the railroad and shipper perspective. The data and other information required from the applicant to develop the evaluation measures are also addressed.

A. Proposed Project's General Public Economic Benefits

Purpose: These measures provide a basis for evaluating the projected level of economic benefits resulting from the proposed project. Economic benefits are measured in terms of shipper savings (reduced transportation costs), additional or retained employment by shippers and the railroad, construction-related job creation and related economic benefits, and applicable multipliers for all categories as applicable. The measures also provide the project benefits related to diverting freight from truck to rail in terms of the monetary value of avoided highway damage, congestion and accidents, associated fuel savings in gallons, and the amount of environmental emissions reduced in terms of tons.

1. ***Projected Railroad Employment Benefits*** – This provides the value of additional or retained railroad jobs due to the project plus related economic multipliers.

2. ***Projected Industrial Employment Benefits*** - This provides the value of additional and retained employment by industries served on the line due to the project plus related economic multipliers.

3. ***Construction Job Creation*** - This provides an estimation of the person hours of construction work needed to complete the funded project.

4. ***Projected Shipper Transportation Cost Savings*** - This provides the monetary savings of transporting new or existing commodities by rail as opposed to truck. Estimates of transportation savings will take into account the amount and type of commodities and the type of rail service (e.g. bulk unit train, agriculture manifest, other manifest, intermodal service).

5. ***Projected Railroad Cost Savings*** - This provides an evaluation of the cost savings that would result to the railroad applicant in terms of faster train speeds/lower operating costs, reduced derailment expenses, reduced maintenance expenses, and other cost savings that would partially be passed down to rail users assuming a competitive transportation environment.

6. ***Transportation & Logistics Qualitative Improvements*** – This would provide a case by case analysis of expected economic improvements (shipper cost savings, shipper inventory cost reductions, increased shipper transportation options/flexibility, and related shipper benefits) that would take into account the enhancement of an existing service, e.g. adding capacity to an existing intermodal yard, adding a new service, e.g. opening up a new intermodal lane or providing an new transportation option such as a rail – river transload, and other service improvements. In addition, it would catalogue the economic development sites served by the improvements (for branch line projects) by the readiness of the sites in question, e.g. JRS ready, most utilities present, few utilities present, etc.)

7. ***Extraordinary Logistical or Infrastructure Issues*** – This provides a case by case analysis of any unusual issues that might be an important factor in project evaluation. Examples of such issues could be: unusual logistics for short line operations or for connecting carrier operations; aged or "specialty" bridges such as those that must open to allow water traffic to pass; especially light rail (80 lb. or 90 lb.), or other such issues.

8. ***Projected Highway Maintenance Savings*** – This measure will calculate the related maintenance cost savings of the displaced trucks necessary to move new or existing commodities within Ohio. This measure will be displayed both in terms of the number of trucks displaced and the value of the avoided highway maintenance.

9. ***Projected Highway Congestion Savings*** – This measure will calculate the related savings of reduced highway congestion due to the diversion of freight from truck to rail. This measure will be displayed in terms of the number of trucks displaced and the value of reduced congestion/delays in Ohio.

10. ***Projected Highway Safety Savings*** - This measure will calculate the related savings of reduced highway accidents due to the diversion of freight from truck to rail in Ohio.

11. ***Projected Fuel Savings*** – This measure will calculate the net fuel savings in gallons resulting from rail vs. truck usage within Ohio.

12. ***Projected Reduction of Environmental Emissions*** – This measure will calculate the net reduction of carbon monoxide, nitrogen oxide, particulate

matter, and carbon dioxide, in terms of tons, resulting from rail vs. truck usage within Ohio.

Optimization: Optimization criteria are not proposed for the above economic benefits.

Applicant Data Required

- Current and projected railroad employment (3-year average)
- Current and projected shipper employment (3-year average)
- Current carloads by shipper and commodity for previous three years
- Commodities by carload to be retained or diverted or added to rail due to the project
- Origin and destination of each commodity above as needed
- Explanation of how and why truck traffic will be diverted to rail, if applicable
- Type of train service to be provided
- Estimates of railroad cost savings for reduced crew time, derailment costs, maintenance costs etc.
- Description of qualitative transportation and logistics improvements
- Track charts, maps, data on crewing and logistics, and information on any unusual logistics or infrastructure issues.
- Listing of industrial parks and development sites

ORDC Evaluation Tools to Help with Qualitative and Quantitative Benefit Assessments*

- Industry based job multiplier/assessment factors.
- Industry based investment multiplier/assessment factors.
- Shipper cost saving factors and methodology.
- Multiplier/Assessment factors for preventing damage to roads
- Multiplier/Assessment factors to account for rail fuel savings vs. truck
- Multiplier/Assessment factors for emission reductions of rail vs. truck

*Consultant to provide multiplier factors, sources, and how to update the multiplier as part of final product

B. Applicant Financial Viability Measures

Purpose: For select projects, provides an initial screen to measure the applicant's financial viability. ORDC staff will review the applicants' financial data and utilize appropriate measures to determine individual applicant's need for project financial assistance.

Applicant Data Required:

- Audited financial statements for the previous three year period.

C. Applicant Operational Effectiveness Measures

Purpose: These operational measures supplement the applicant's financial viability measures, providing an indication of the applicant's revenue and operating efficiency. These measures can be evaluated on their own merits, as well as against established standards (e.g., Ohio short line industry averages).

1. ***Carloads per mile*** – Provides a measure of business activity and revenue potential.

2. ***Current Operating Ratio*** – (Operating Costs / Operating Revenue) – Provides a measure of operating profitability. A relatively low ratio will indicate a profitable railroad which may not require assistance and a relatively high ratio may indicate serious underlying problems which threaten viability. Evaluation of system costs and revenues per mile also provide guidance of whether revenue divisions, types of commodities carried or underlying cost structure are adequate for long-term viability.

3. ***Average System Speed*** – This measure provides an indication of track condition and a basis to evaluate potential project effectiveness.

4. ***Maintenance Expense per Mile*** – This provides an indication of the applicant's ability and willingness to maintain the rail line in a state of good repair.

5. ***Current Track Class*** – Provides a basis for determining proposed project effectiveness and a measure of the applicant's track conditions to an established standard.

6. ***286K Track Capability*** – Provides a measure of rail operational and shipper cost efficiency and a basis for determining proposed project effectiveness.

Applicant Data Required:

- Rail line length (miles)
- Total annual carloads (3 year avg.)
- Rail Operating Costs (3 year avg.)
- Rail Operating Revenues (3 year avg.)
- Track Class (Excepted, Class I, II, III+) in miles
- Maintenance expense (3 year avg.)
- Average system speed (mph)
- Existing and required 286K mile

D. Project Level Economic Analyses for Branch Line Projects

Purpose: To evaluate the economics of the particular project to determine the appropriate level of public funding. Information is only for line segment for which project is to be performed as determined. ORDC will determine the parameters of the line segment.

1. ***Carloads per Mile**: Provides a measure of business activity and revenue potential.*

Optimization – Carload density between 35 per mile and 125 per mile preferred.

2. ***Line Segment Operation Ratio**:* Railroad estimation of ratio to be based on stated assumptions of operating cost per hour (for crew, fuel, and other direct operating expenses), hours of service on the line, revenue per car by commodity assigned to the segment of line in question or another reasonable revenue assumption. ORDC would give the railroads reasonable latitude for providing the segment operating ratio.

Optimization – No optimization is proposed but an operating ratio less than 1.0 required.

3. ***Maintenance Ratio:*** (Normal maintenance + capital investment) per mile/net profit per mile for line segment

Optimization: No optimization is proposed but projects with a ratio below 1 will likely not be funded and higher ratios will receive greater consideration.

4. ***286K Track Capability:*** – Provides a measure of rail operational and shipper cost efficiency and a basis for determining proposed project effectiveness.

Optimization: Based on need for 286K; importance rises with the volume of traffic benefitting from 286K cars.

Applicant Data Required

- Current carloads by shipper and commodity for previous three years over the project segment
- Operating Ratio estimate for project segment.
- Maintenance & capital investment and estimated net profits for previous three years for the line segment
- Information on line segments that cannot handle 286K traffic and volume of traffic that would benefit from 286K.

ORDC Evaluation Tools to Help with Qualitative and Quantitative Benefit Assessments*

- Estimation of range of the Average Short Line Revenue/High Revenue Commodities (including but not limited to chemicals, plastics, petroleum products, metals and products, and other products) per car.

- Estimation of range of the Average Short Line Revenue/Medium Revenue Commodities (food and kindred products, trailers/containers, metallic ores, pulp, paper and allied products, grain mill products, waste and scrap products, and other products) per car.
- Estimation of range of the Average Short Line Revenue/Low Revenue Commodities (coal, crushed stone, sand and gravel, grain, coal, stone, clay, cullet, and other products) per car.
- Estimation of the range of the Average Short Line Costs per hour of locomotive operation

* Consultant to provide revenue and cost estimate factors, sources, and how to update the factors as part of final product

F. Project Level Economic Analyses for Mainline & Intermodal Projects

Purpose: To evaluate projects proposed by Class I railroads to determine if public funding is appropriate particularly projects such as those that enhance container/trailer intermodal facilities or which improve the capacity of railroads to carry more freight, or those that relieve highway congestion. In addition, to evaluate special projects such as rail – truck transloads or rail – river/lake facility enhancements.

On a project by project basis, ORDC will work with applicant railroad to determine the whether the level of public benefits identified by the applicant and others exceed the funding gap or assist to accelerate the completion time required to implement the proposed project. In addition to the applicant's estimate of benefits, the estimated return on investment of the proposed project to the railroad and other factors will be considered. The ORDC will utilize the performance measures below to help ORDC staff evaluate railroad information.

Applicant Date Required

- Complete description of project proposed.
- Explanation of the improvements to logistics for Ohio businesses.
- Explanation and estimation of transportation cost savings for Ohio businesses.
- Explanation as to the likely disposition of the project (implementation status, timing, etc.) without public assistance.

ORDC Evaluation Tools to Help with Qualitative and Quantitative Benefit Assessments*

1. Estimate of range of shipper savings per additional intermodal container/trailer
2. Estimate of range of shipper savings per additional rail carload by commodity
3. Operating Ratio for Railroad Applicant (from STB reports).
4. Class I Railroad Cost of Capital (as published by STB).

* Consultant to provide revenue and cost estimate factors, sources, and how to update the factors as part of final product.

MEMORANDUM
January 3, 2011

TO: ORDC Commissioners
FROM: Megan McClory
SUBJECT: Finance Report

Accomplishments and Highlights of the Finance Section from November 9, 2010 to January 3, 2011:

1. **Finance Reports.** Staff has prepared statements to reflect current outstanding loans, revenue collection, and project balances. Those statements are included with this report.

2. **FY 2011 Budget Update.** OBM has notified us that approximately $151,000 from the ORDC budget that was being withheld since the start of the fiscal year in July is now available for use. The vast majority of these funds will be available for the GRF grant program.

3. **Art Iron Settlement.** With the assistance of the Attorney General's Office, ORDC entered into a Settlement Agreement with Art Iron, Inc., that resulted in the recovery of $33,706.23. The Agreement ended action by the ORDC to recover funds due to the company's failure to meet its carload commitment on a $71,945 grant approved in 2004. After fees, $21,392.91 was returned to the General Revenue Fund.

4. **Van Wert County Port Authority.** Payment of $971,443.78 was received from Van Wert County. The state helped the Van Wert County Port Authority purchase the Elgin to Glenmore line with federal funds in the 1980s, and the funding agreement required that should the line be salvaged, ORDC would receive 90% of the proceeds of the salvaging operation. Federal law requires that ORDC's share of the proceeds be placed in an interest-bearing account, and permits the funds to be used to assist other projects that are consistent with the purposes of the original federal program.

5. **ARRA Projects.** ORDC continues to work with ODOT and the Ohio Division of the Federal Highway Administration to administer approximately $70 million of Ohio's ARRA funds for rail-related projects. All projects have been authorized by the Federal Highway Administration for funding and are in various stages of preparation/bidding/construction/completion. *(Updates since the November report are italicized.)*

   Project Updates:
   - Camp Chase Bridge over West Broad Street (Columbus): *Construction is complete.*
   - Cleveland Commercial Railroad tie replacement: Construction is complete.
   - RJ Corman Western Ohio Lines tie replacement and surface reconstruction: Construction is under way.
   - City of Jackson rail line rehabilitation: Construction *will restart in the spring.*
   - Panhandle Rail Line rehabilitation: Construction is under way and nearing completion.
   - Heartland Corridor Extension to Cincinnati (NS): Construction is under way.
   - Wheeling & Lake Erie Railroad rehabilitation: *Construction is under way.*

- Airline Yard Intermodal Facility (NS): *Construction is under way.*
- West Central Ohio Port Authority (WESTCO) tie replacement, surface reconstruction, and bridge rehabilitation: Tie replacement and surface reconstruction work is complete; bridge work is under construction.
- City of Medina rail line rehabilitation: Project is expected to go to bid in *early 2011*, with construction beginning *in early spring.*
- City of Youngstown/Brier Hill Industrial Park: *Project will be re-bid with construction intended to start in the spring.*
- Toledo Shipyard (Toledo/Lucas County Port Authority) Rail Spur: Construction is complete.
- General Cargo Facility 1 (Toledo/Lucas County Port Authority) Rail modernization: Construction is underway.
- CSX National Gateway Vertical Clearances: In support of the National Gateway Initiative, there are four roadway bridges being replaced, one roadway bridge being removed, and two railroad interlockings being constructed. *Construction contracts are moving forward. The first construction activity is estimated to begin in late February.*

6. **2011 Meeting Calendar.** The 2011 meeting calendar has been published and is included in the meeting packet.

Revenue Received FY 2011
December 2010

Name	CT #	Invoice #	Reimbursements 7002/GRF	Reimbursements 4N4(53490)	Gas & Oil Leases, Royalties and Other - 4N4 (49995)	ORDC Loan Payment - 4N4 Fees (29991)	ORDC Loan Payment - 4N4 Princ. (79955)	ORDC Loan Payment - 4N4 Inter. (79956)	Running Total
Lancaster Port Authority	Electronic Transfer						4,018.43	126.84	317,106.23
MIC	Electronic Transfer						5,143.65	570.47	322,820.35
Maumee & Western RR	Electronic Transfer						2,401.82	56.65	325,278.82
Village of Leipsic	Electronic Transfer						10,576.92	0.00	335,855.74
WESTCO #1	Electronic Transfer						3,376.97	791.86	340,024.57
WESTCO #2	Electronic Transfer						3,098.35	500.74	343,623.66
WESTCO #3	Electronic Transfer						4,761.90	0.00	348,385.56
Maumee & Western (HotStart)	Electronic Transfer						1,500.00	0.00	349,885.56
Deltech Polymers	Electronic Transfer						5,624.28	0.00	355,509.84
Gallagher Sharp Attornerys	41	-			5.15				355,514.99
Aqua Ohio, Inc.	41	RA003210			298.52				355,813.51
Resource Energy	42				46.21				355,859.72
Portage County (Solid Waste)	43	RA003610					1,372.69	1.72	357,234.13
Carroll Electric Cooperative	44	RA003910			750.00				357,984.13
Ashland Railway, Inc.	45	loan commit fee				2,800.00			360,784.13
NGO Development Corp., Inc.	46				5.56				360,789.69
Van Wert County - reimbursement	47	3B90 / 4408005	971,443.78						360,789.69
AEP-Ohio Power Company	48	RA004410			500.00				361,289.69
Enervest (Great Lakes Energy)	49	RA001710			250.00				361,539.69
Ashtabula County Commissioners	49	RA003810			281.39				361,821.08
Dominion East Ohio	49	RA004110			298.52				362,119.60
Jefferson County Water & Sewer	49	RA004210			500.00				362,619.60
National Gas & Oil	49	RA004310			750.00				363,369.60
Genesee & Wyoming	49	Apex - November			9,860.00				373,229.60
		Monthly Total	971,443.78	0.00	13,545.35	2,800.00	41,875.01	2,048.28	60,268.64
		Grand Total	1,072,845.02	20.15	89,152.70	3,800.00	269,584.07	10,672.68	373,229.60

OHIO RAIL DEVELOPMENT COMMISSION
APPROPRIATION LEDGER
For Month Ending December 31, 2010

FUND	SAC	FEDERAL STATE/OTHER	ORIGINAL APPROPRIATION	TRANSFERS	UNASSIGNED	ADJUSTED APPROPRIATION	OPEN ENCUMBRANCES	TOTAL DISBURSED	UNENCUMBERED BALANCE	PERCENT UNOBLIGATED	SAC DEFINITION
GRF	4FA5	STATE	1,535,897.00	0.00	139,627.00	1,396,270.00	227,500.00	0.00	1,168,770.00	83.71%	GRANT (ALL)
GRF	465M	STATE	46,200.00	2,000.00	4,200.00	44,000.00	8,390.18	34,917.95	691.87	1.57%	PERSONAL SERVICE/OTHER
GRF	4651	STATE	627,203.00	0.00	18,577.61	608,625.39	0.00	320,224.39	288,401.00	47.39%	PAYROLL
GRF	4652	STATE	78,650.00	(2,000.00)	7,150.00	69,500.00	0.00	10,193.67	59,306.33	85.33%	OFFICE EXPENSE
	FUND TOTAL		**2,287,950.00**	**0.00**	**169,554.61**	**2,118,395.39**	**235,890.18**	**365,336.01**	**1,517,169.20**	**71.62%**	FUND TOTAL - GRF
7002	4FN7	FEDERAL	1,282,800.00	4,362,640.61	0.00	5,645,440.61	444,242.26	7,931.42	5,193,266.93	91.99%	GRADE CROSSING PAVEMENT
7002	4FP7	FEDERAL	13,000,000.00	2,013,649.58	234,097.96	14,779,551.62	6,146,763.60	781,323.49	7,851,464.53	53.12%	GRADE CROSSING DEVICES
7002	4SP1	FEDERAL	717,200.00	15,000.00	4,253.04	727,946.96	0.00	370,746.96	357,200.00	49.07%	GRADE CROSSING SAFETY'S PAYROLL
7002	4SP2	FEDERAL		3,500.00		3,500.00	0.00	1,102.49	2,397.51	68.50%	GRADE CROSSING SAFETY'S TRAVEL
	FUND TOTAL		**15,000,000.00**	**6,394,790.19**	**238,351.00**	**21,156,439.19**	**6,591,005.86**	**1,161,104.36**	**13,404,328.97**	**63.36%**	FUND TOTAL - 7002
4N40	6FC5	OTHER	0.00	1,125,000.00	0.00	1,125,000.00	0.00	0.00	1,125,000.00	100.00%	RAIL TRAN - GRANTS
4N40	6FC9	OTHER	1,905,600.00	0.00	0.00	1,905,600.00	0.00	0.00	1,905,600.00	100.00%	RAIL TRAN - LOANS
4N40	6FD9	STATE	764,300.00	0.00	0.00	764,300.00	0.00	0.00	764,300.00	100.00%	PANHANDLE LEASE PAYMENT
4N40	6111	STATE	205,900.00	0.00	5,205.55	200,694.45	0.00	104,694.45	96,000.00	47.83%	PAYROLL(PROPERTY MGNT)
	FUND TOTAL		**2,875,800.00**	**1,125,000.00**	**5,205.55**	**3,995,594.45**	**0.00**	**104,694.45**	**3,890,900.00**	**97.38%**	TOTAL - OTHER ASSISTANCE
	GRAND TOTAL		**20,163,750.00**	**7,519,790.19**	**413,111.16**	**27,270,429.03**	**6,826,896.04**	**1,631,134.82**	**18,812,398.17**	**68.98%**	

ORDC - Loan Payback (Active Loans)
January 4, 2011

	Loans	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	App, Loan, Interest & Admin. Fees	Total Payments
FY03 Portage Cty Solid Wst Mgmt. *	$80,000	$9,622							***$3,279***	***$83,279***
*FY04 Columbiana County Port Authority **	*$2,098,047*	*$433,408*	*$216,704*						***$110,059***	***$2,208,105***
FY04 Maumee & Western *	$199,088	$29,502	$17,209						***$8,460***	***$207,548***
FY05 Seneca-Sandusky-Tiffin Port Auth**	$290,000	$10,203							***$16,267***	***$306,267***
FY05 Ashland RW (Mansfield Yard Rehab)**	$500,000	$8,911							***$41,285***	***$541,285***
FY05 I&O (Fulton County Processing, Ltd)**	$242,335	$8,780							***$24,266***	***$266,601***
FY07 Marion Industrial Center *	$273,000	$68,569	$68,569	$22,856					***$32,078***	***$305,078***
FY07 WESTCO *	$308,000	$50,026	$50,026	$50,026	$50,026	$25,013			***$35,760***	***$343,760***
FY08 WESTCO (Sugar Creek Bridge) *	$280,417	$41,885	$43,189	$43,189	$43,189	$43,189	$17,995		***$20,147***	***$300,565***
FY07 Village of Leipsic *	$825,000	$131,318	$135,713	$135,713	$135,713	$135,713	$67,857		***$52,702***	***$877,702***
FY09 Lancaster Port Authority *	$145,163	$49,743	$29,017						***$4,911***	***$150,074***
FY09 WESTCO (Springfield/WCH) *	$400,000	$57,143	$60,079	$60,345	$60,345	$60,345	$60,345	$5,029	***$20,513***	***$420,513***
FY09 Maumee & Western (HotStart) *	$90,000	$18,031	$18,397	$18,700	$18,700	$17,142			***$3,871***	***$93,871***
FY10 Deltech Polymer *	$337,457	$56,243	$70,015	$70,519	$70,519	$70,519	$11,753		***$15,986***	***$353,443***
FY06 Harrison Ethanol ***	$500,000									
FY06 Wheeling & Lake Erie ***	$150,000									
FY07 Wheeling & Lake Erie ***	$378,600									
FY08 MGQ, Inc. ***	$300,000									
FY08 City of Jackson ***	$300,000									
FY10 Ashland Railway ***	$280,000									
FY10 New Horizons Baking Company ***	$50,000									
	$8,027,107	**$973,384**	**$708,919**	**$401,350**	**$378,493**	**$351,922**	**$157,951**	**$5,029**	***$389,582***	***$6,458,090***

Loan Amount Received to Date: **$323,538**
Loan Balance Due: **$649,846**

*Loans Active
**Loans Paid Off
***Loans in Process

PROJECT BRIEFING:
ADMINISTRATION OF FRA GRANT TO THE ZANESVILLE-MUSKINGUM COUNTY PORT AUTHORITY

January 5, 2011

Project Cost		Project Benefits
FRA Rail Line Relocation Grant	**$475,000**	**Improves Rail Access to Business Park**
Economic Devel Admin Grant	**$800,000**	**Enhances Safety at Business Park**

INTRODUCTION: The Zanesville-Muskingum County Port Authority (ZMCPA) requested that ORDC serve as project sponsor to access a $475,000 Congressional allocation for rail infrastructure at the EastPointe Business Park. The Federal Railroad Administration (FRA), as the federal agency administering the Congressional allocation, has determined that a state agency needed to be the recipient of the funds, and ORDC has been asked to fulfill this role. ORDC Staff recommend Commission approval of the request so that ORDC can administer these federal funds.

BACKGROUND: The ZMCPA was created in 1987 to serve as the economic development agent for Muskingum County and the City of Zanesville. The Port Authority's EastPointe Business Park is a 1,200-acre facility located in close proximity to I-70 on the east side of Zanesville. The Business Park is home to distribution centers for Dollar General and AVON Products and manufacturing facilities for New Bakery Company and Bilco Company. The Ohio Central Railroad's mainline runs along the southern edge of the business park. The ORDC previously assisted the Port Authority in 2001 in developing a rail-truck transload facility to enable shipments to arrive at the business park by rail and be trucked to New Bakery. In addition, the ZMCPA has developed a "Job Ready Site" on the northern part of the property. The 295-acre site features a 100-acre graded and rolled pad with all utilities on site. (See Exhibit A for a site map.)

The ZMCPA intends to construct rail service around the west side of the industrial park to the Job Ready Site, and has secured a $475,000 Congressional allocation through the Federal Railroad Administration's Rail Line Relocation and Improvement appropriation and an $800,000 grant from the Economic Development Administration (EDA).

PROJECT DESCRIPTION: The ZMCPA is continuing to work with local stakeholders to determine the final scope of the project and is currently considering three scenarios.

1. Construct lights and gates at the Innovation Way grade crossing at the entrance to the Business Park. (Currently estimated at $125,000.) Traffic estimates from the four existing tenants at the Business Park indicate more than 136,000 trucks per year and 366,000 cars per year using the two entrances to the facility. This is a baseline option as a safety precaution.
2. Construct lights and gates at Innovation Way and build new track from the Transload facility approximately 2,800' to serve a 60-acre development site. (Currently estimated at $969,000.) This option would be progress toward the ultimate goal of extending rail to the Job Ready Site.
3. Construct lights and gates at Innovation Way and build new track from the Transload facility around the western end of the Business Park to the Job Ready Site. (Currently estimated at $3.1 million.)

The EDA grant is contingent upon construction of rail infrastructure all the way to the Job Ready Site (Option 3). Because of the difficulty in allocating the $1.8 million of local matching funds required if the engineer's cost estimate for option 3 proves accurate, ZMCPA may selection option 1 or 2 at this time. ZMCPA would like to bid the project with all three alternates in the hope of receiving favorable bids. ORDC will continue to work with the Port Authority to finalize the scope of the project.

PROJECT BENEFITS: Regardless of which option is selected for immediate construction, the project will result in improved safety at the grade crossing on Innovation Way, which is expected to see considerable vehicular and truck traffic. In addition, extending rail access into and through the park will assist the ZMCPA in its business attraction efforts by providing additional rail-served manufacturing sites.

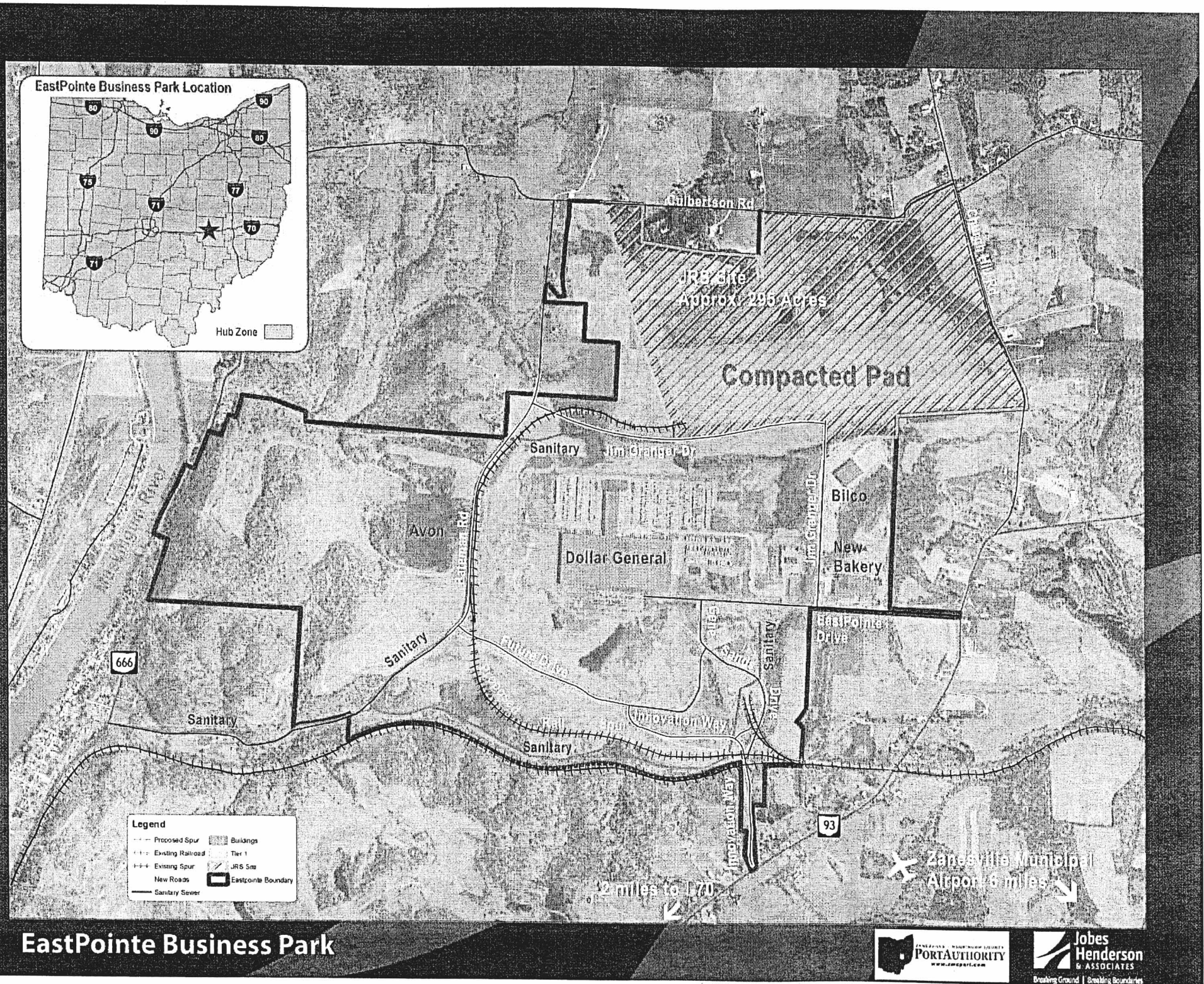

EastPointe Business Park Location
Hub Zone
Gulbertson Rd
JRS Site
Approx. 295 Acres
Compacted Pad
Sanitary
Jim Grabner Dr
Bilco
New Bakery
Avon
Dollar General
Eaton Rd
Sanitary
666
Sanitary
Sanitary
Innovation Way
EastPointe Drive
93
Zanesville Municipal Airport 6 miles
12 miles to I-70
Legend
Proposed Spur
Existing Railroad
Existing Spur
New Roads
Sanitary Sewer
Buildings
Tier 1
JRS Site
Eastpointe Boundary
EastPointe Business Park
PortAuthority
Jobes Henderson & Associates
Breaking Ground | Breaking Boundaries

Exhibit A

RESOLUTION 11-01

RE: FEDERAL RAILROAD ADMINISTRATION ("FRA") ZANESVILLE-MUSKINGUM COUNTY PORT AUTHORITY EASTPOINTE BUSINESS PARK RAIL INFRASTRUCTURE CONGRESSIONAL ALLOCATION

A RESOLUTION TO BE THE RECIPIENT OF A FRA CONGRESSIONAL ALLOCATION RAIL INFRASTRUCTURE GRANT UNDER CHAPTER 4981 OF THE OHIO REVISED CODE.

WHEREAS, this Commission as the Ohio Rail Development Commission ("ORDC") created by Chapter 4981 of the Ohio Revised Code, has the responsibility of reviewing and making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Ohio Revised Code (the "Act") proposed to be provided; and

WHEREAS, the ORDC has under consideration: to be the recipient of a FRA $475,000 congressional allocation for the construction of rail infrastructure at the EastPointe Business Park located in Zanesville in Muskingum County Ohio.

WHEREAS, the ORDC is authorized by ORC 4981.031 to apply for and receive from the United States government loans and grants (subject to the approval of the Governor, as specified in ORC 4981.14(10)) in accordance with any federal law or program concerning rail transportation ;and

WHEREAS, the ORDC is charged by ORC 4981.03(A)(1) with developing, promoting and supporting safe, adequate and efficient rail service throughout the state; and

WHEREAS, ORC 4981.14 gives the ORDC the authority to do all acts necessary and proper to carry out the powers expressly granted to the Commission; and

NOW, THEREFORE, BE IT RESOLVED, that the ORDC hereby authorizes the ORDC to serve as the sponsor and recipient of the above-described FRA congressional allocation of $475,000.

Moved By
Seconded By

Upon roll call, the vote resulted as follows:

James G. Bradley, Chairman	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Thomas McOwen	____	yes	_____	no	_____	absent	_____	abstained	____ recused
_____ for Jerry Wray	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Barbara Hammontree Bennett	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Robert Greenlese	____	yes	_____	no	_____	absent	_____	abstained	____ recused
_____for Mark Kvamme	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Solomon Jackson	____	yes	_____	no	_____	absent	_____	abstained	____ recused
William Lozier	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Ronald S. Rasmus	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Larry Sowers	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Herk Wolfe	____	yes	_____	no	_____	absent	_____	abstained	____ recused

ORDC ACTION: Motion approved / Motion denied — Other action — Date 1/20/2011

CERTIFICATE

I, the undersigned Chairwoman of the ORDC, hereby certify that the foregoing is a true and correct record of the resolution of said ORDC.

James G. Bradley, Chair — 1/20/2011 Date

PROJECT BRIEFING:
USING VAN WERT PORT AUTHORITY "SPEG" LINE SALVAGE FUNDS FOR BRANCHLINE/JOB READY SITE PROJECT

January 12, 2011

Project Funding	
ORDC Grant up to	**$500,000**
JRS Project Costs	**$9,992,896**

Project Benefits

Helps Complete Rail to 1,600 Acre Mega Site which Could Generate 2,500 Jobs
Improves Rail to Scott Equity for 286K Cars
Helps Get Rail to Plastics Plant Employing 40

INTRODUCTION: The Van Wert County Port Authority (VWPA) requests a grant of up to $500,000 to rehabilitate a 4,200 ft. branchline currently leased and operated by the Chicago, Ft. Wayne, & Eastern Railroad (CFER) that currently is used to serve a grain elevator, Scott Equity. Work includes bridge repair, tie replacement, crossing repairs, and related track work. The branch is a north-south spur which connects to the CFER's east – west mainline through the City of Van Wert. The ORDC funds would come from the proceeds of the salvaging of approximately 10.6 miles of the so called Spencerville & Elgin (SPEG) line between Elgin and Glenmore in Van Wert County currently owned by the Van Wert County Port Authority (VWPA).

BACKGROUND:

Brief History of SPEG Line Acquisition and Explanation of Federal Contingent Interest in the Line: The State of Ohio purchased the 30 mile long Lima to Glenmore line in 1978 for $3.8 million. Ninety percent of those acquisition funds were provided by the Federal Railroad Administration (FRA), with the rest being provided by the Spencerville-Elgin Railroad, the operator of the line. The Spencerville-Elgin Railroad was owned by the major grain elevator on that line. Mercer Landmark, which now owns that grain elevator, also now owns the 10% Spencerville-Elgin Railroad contingent interest in the Lima to Glenmore line. The State of Ohio turned over the ownership of the Van Wert County portion of the Lima to Glenmore line to the Van Wert County Port Authority (VWPA) in 1983 and at the same time turned over the Allen County portion of the line to the Allen County Port Authority.

In order to procure the 90% FRA funding for the Lima to Glenmore purchase, the State of Ohio (at the time, through the Ohio Rail Transportation Authority) contractually agreed to forever protect the FRA's "contingent interest" in that line. FRA's contingent interest basically means that funds used to acquire the line must be returned to the FRA's control in the event that rail service stops and the line is salvaged. This contingent interest requirement is meant to prevent entities receiving grants from FRA from reaping windfall profits from the scrapping of rail lines.

New Federal Legislation Transfers Control of Contingent Interest Funds to States: Public Law 110-432 which was enacted on October 16, 2008 changed FRA's role in contingent interest issues. Section 701, "Technical Corrections" of this law states:

(b)STATE USE OF REPAID FUNDS AND CONTINGENT INTEREST RECOVERIES. – The State shall place the United States Government's share of money that is repaid and any contingent interest that is recovered in an interest bearing account. The repaid money, contingent interest, and any interest thereof shall be considered to be State funds. The State shall use such funds to make other grants and loans, consistent with the purposes for which financial assistance may be used under subsection (a), as the State considers to be appropriate."

ORDC is now the agency of the State of Ohio responsible to protect the FRA's 90% contingent interest in the Lima to Glenmore line. Therefore, ORDC insisted that 90% of any and all net proceeds from the salvaging of the 10.6 mile long Elgin to Glenmore line be provided to ORDC to be deposited in an interest bearing account maintained by the State. VWPA has sent ORDC a check in the amount of $971,444 which was promptly deposited into an interest bearing account. ORDC Staff is working with the VWPA to ensure ORDC receives all funds owed to the State. VWPA has retained some of the salvage funds to make needed grade crossing restorations and for administrative costs.

State Controlling Board Approval of Spending Authority/Appropriation Required Before ORDC Can Spend Salvage Funds: As is the case with any funding ORDC receives, ORDC must obtain spending authority before it can expend funds on any project. ORDC Staff will seek this spending authority as soon as possible by going before the State Controlling Board. If the State Controlling Board denies ORDC the authority to spend the funds, ORDC Staff will ask ORDC Commissioners to rescind any approval of grant funding for the project herein.

Executive Director's Commitment to Van Wert: ORDC Staff has been working with VWPA for several years on the 10.6 mile salvage issue. ORDC's Executive Director sent a commitment letter to VWPA earlier this year which outlines the terms and conditions of possible ORDC funding of the VWPA request. Here is an excerpt from that August 23, 2010 letter:

ORDC will honor its commitment to Van Wert to provide up to $500,000, or 50% of salvage proceeds, whichever is les, to rehabilitate the Scott Equity branchline. Any ORDC funding for the Van Wert project will be contingent upon the conditions below:

- *The project to repair the Scott Equity branchline meets the program guidelines of the ORDC Track Rehabilitation Program as well as the guidelines of the Local Rail Freight Assistance (LRFA) Program of the FRA.*

- *Van Wert demonstrates to the satisfaction of the Ohio Department of Development and the Austin Company that it has 100% of funding for any and all infrastructure needed to certify the Van Wert site as a "Job Ready Site".*

- *Any and all ORDC funding for the Scott Equity branchline project would come exclusively from the proceeds of the salvage of the Elgin to Glenmore line.*

- *The Ohio Office of Budget Management (OBM) and the General Assembly of the State of Ohio provide appropriation authority to ORDC to spend any and all proceeds from the salvaging of the Elgin to Glenmore line without reduction of other ORDC appropriation authority for FY 2011.*

- *As is the case with all ORDC spending, any commitment of the Executive Director of ORDC of this magnitude is subject to the approval of the ORDC Commissioners and all of ORDC's normal program requirements.*

The Van Wert "Mega" Job Ready Site: Van Wert county and local officials have been putting together a "mega" industrial development site over the past several years just north of the City of Van Wert. Honda of America had considered the site a few years ago for its latest assembly plant that ultimately went to Indiana. Van Wert County is in the process of finalizing a $5 million Ohio Department of Development (ODOD) "Job Ready Site" (JRS) Program grant to improve the 1,600 acre site to the point where and independent site selection expert would designate it as "Job Ready" as a mega manufacturing site. ODOD has detailed criteria

on what is needed for JRS mega manufacturing site including standards for control of development property as well as for water, sewer, electric, gas, highway, and rail. A Job Ready Site has all of the required infrastructure built to the border of the site so a new company only needs to extend it to the new plant. The rail track into a Job Ready Site must meet FRA Class II standards and handle 286,000 lb. cars.

The current costs to get the Van Wert site Job Ready is approximately $10,492,896 which includes funds for land options, getting natural gas to the site, electrical improvements, a raw water reservoir, and rail line improvements. The rail line improvements include the repair of the 4,200 ft. CFER Scott Equity branchline described in detail below. In addition, the project includes the construction of approximately 6,800 ft. of new track, two new bridges, and a grade crossing from the end of the Scott Equity branch to the border of the Job Ready Site. The total rail costs will be approximately $4,709,020. The new track construction will go under US 30 using an existing right-of-way and pass by a potential new rail user, Plastic Recycling Technologies II. Exhibit "A" provides an overview of the Scott Equity branch, the new track to be built, and the Job Ready Site.

In addition to the $5 million in JRS funds, Van Wert is in the process of procuring $2,354,310 from the federal Economic Development Administration (EDA), and a commitment of $200,000 from the local gas supplier. Van Wert is providing $1,410,200 for the water reservoir and $100,000 for land option contracts. ODOD's JRS funding is contingent upon all funding for the project, including trackwork funding, being in place. ORDC's grant of up to $500,000 is part of that requirement.

Van Wert Industrial Track/Scott Equity Branch: CFER has a long term lease with CSX to operate the CFER line from the Chicago area to Crestline. The 4,200 ft. branch off the mainline in Van Wert that runs to the north off the main, historically called the Van Wert Industrial Track, serves only one customer, Scott Equity, a local grain elevator. It runs from just south of the CFER Chicago main, about MP 103, to just under US 30 at MP 102.1. Rail weight is 105 lbs. The track does not now handle 286,000 lb. cars. The parts of the track not needed to serve Scott Equity are out of service. The branch has 3 at-grade crossings and one bridge over Town Creek. There is a "wye" connection to the CFER mainline.

Scott Equity in Van Wert has 1.4 million bushel storage capacity and can dry 105,000 bushels of grain a day. It is not equipped for unit trains. It has a 22 car siding and generally rails out corn in 15 car units or smaller units for select feed markets. Scott also has a healthy local truck or rail market with local ethanol plants. Further, it handles some soybeans and wheat. In all, Scot has been generating 700 to 800 carloads a year. It uses its own trackmobile for moving cars for loading. Improving the track to handle 286,000 lb. cars would increase the effectiveness of rail service for Scott Equity by allowing it to load more grain in every car.

PROJECT DESCRIPTION: The 4,200 ft. Van Wert Industrial Track needs a variety of improvements to be able to meet the Job Ready Site requirements of FRA Class II track that can handle 286,000 lb. cars. Here is a listing of the work needed to meet these standards as developed by VWPA's consultant:

Van Wert Industrial/Scott Equity Branch Track Work

Work Item	Quantity/Cost Per Item	Total Cost
Surface & Line Track	4,200 ft./$5 per ft.	$21,000
Ballast	1,250 tons/$20 per ton	$25,000
Town Creek Bridge Repair	Lump	$200,000
Road Crossing Repair	3 Crossings/$50,000 per road	$150,000
Select Rail Replacement	Lump	$10,000
Tie Replacement	840 Ties/$85 per tie	$71,400
TOTAL		**$477,400**

VWPA and ORDC are working with CFER to refine this cost estimate. The final scope of work will be agreeable to VWPA, CFER, and ORDC. VWPA is working with the CFER to lease or otherwise acquire the Van Wert Industrial Track/Scott Equity Branch. The CFER has committed in writing to enter into some manner of lease with VWPA for the property. VWPA will be responsible for line maintenance to Class II standards.

WHY ORDC FUNDING IS NECESSARY: ORDC is providing the "last dollar in" for a $10.5 million Job Ready Site project. VWPA has exhausted other funding sources.

PROJECT BENEFITS:

- Branchline improvements improve effectiveness of CFER rail service to Scott Equity by enabling Scott to use 286,000 lb. cars.
- The ORDC grant funding would enable the Van Wert Port Authority to complete a $4.7 million rail project to bring rail to a Job Ready Site.
- The extension of the rail line to the JRS site will pass right by the plant of Plastic Recycling Technologies II (PRT). PRT recycles various plastic products (films, buckets, bottles, etc.) into plastic pellets and will consider building a rail spur into its plant when the JRS rail line extension is built and expanding its operations (from 40 current employees to 60 employees).
- Van Wert officials project that the Job Ready Site it is developing could generate about 2,500 jobs and $500 million in investment based on comparable sites.

SPECIAL CONTINGENCIES: ORDC Staff recommends that ORDC Commissioners approve the project presented herein with the contingencies and conditions included in the Executive Director's letter of August 23, 2010 as described above.

w:VanWertSalvageGrantBriefing

Scott Equity Line/Job Ready Site

Scott Equity Branch

CFER MAINLINE

NEW LEAD TRACK

RESOLUTION 11-02
RE: VAN WERT COUNTY PORT AUTHORITY "SPEG" LINE SALVAGE FUNDS FOR BRANCHLINE/JOB READY SITE PROJECT GRANT

A RESOLUTION DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO THE VAN WERT COUNTY PORTY AUTHORITY UNDER CHAPTER 4981 OF THE OHIO REVISED CODE.

WHEREAS, this Commission as the Ohio Rail Development Commission (ORDC) created by Chapter 4981 of the Ohio Revised Code, has the responsibility of reviewing and making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Ohio Revised Code (the Act) proposed to be provided; and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to the Van Wert County Port Authority (the Authority); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the Authority; the determination of the Executive Director of the ORDC and the facts upon which such determination is based, that the proposed assistance will conform to the requirements of the Act and the terms of the proposed assistance; and

WHEREAS, the ORDC has reviewed such submissions and discussed them with the Executive Director and staff of the ORDC the proposed assistance; and

WHEREAS, on the basis of such review and discussions, the ORDC has determined that the provision of assistance to the Authority, as set forth in the ORDC staff submissions, is appropriate.

NOW, THEREFORE, BE IT RESOLVED by the ORDC of the State of Ohio:

Section 1. That the ORDC determines that the assistance proposed to be provided under the Act to assist the Authority with the Rail Service Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the Authority, the nature, amount and terms of which are summarized in Exhibit A attached hereto.

Moved By _____
Seconded By _____

Upon roll call, the vote resulted as follows:

James G. Bradley, Chairman	____	yes	____	no	____	absent	____	abstained	____ recused
Barbara Hammontree Bennett	____	yes	____	no	____	absent	____	abstained	____ recused
Robert Greenlese	____	yes	____	no	____	absent	____	abstained	____ recused
Solomon Jackson	____	yes	____	no	____	absent	____	abstained	____ recused
William Murdock for Mark Kvamme	____	yes	____	no	____	absent	____	abstained	____ recused
William Lozier	____	yes	____	no	____	absent	____	abstained	____ recused
Thomas McOwen	____	yes	____	no	____	absent	____	abstained	____ recused
Ronald C. Rasmus	____	yes	____	no	____	absent	____	abstained	____ recused
Larry Sowers	____	yes	____	no	____	absent	____	abstained	____ recused
Herk Wolfe	____	yes	____	no	____	absent	____	abstained	____ recused
Gregory Murphy for Jerry Wray	____	yes	____	no	____	absent	____	abstained	____ recused

ORDC ACTION: Motion approved _____ Other action _____
Motion denied _____ Date 1/20/2011

CERTIFICATE

I, the undersigned Chair of the ORDC, hereby certify that the foregoing is a true and correct record of the resolution of said ORDC.

_____ 1/20/2011
James G. Bradley, Chair Date

EXHIBIT A

A grant in an amount of up to Five Hundred Thousand Dollars ($500,000) (the ORDC Grant) for the purpose of rehabilitating approximately 4,200 feet of track (including bridge repair, tie replacement crossing repairs, and related track work) currently leased and operated by the Chicago, Ft. Wayne, & Eastern Railroad ("CFER") that runs from the CFER east – west mainline through the City of Van Wert to the north to Scott Equity, a local grain elevator (the Rail Service Project) as defined herein pursuant to Section 4981.032 of the Ohio Revised Code at the Authority's location in the County of Van Wert, Ohio. The source of the ORDC funds would be a portion of the proceeds of the salvaging of approximately 10.6 miles of the so called Spencerville & Elgin ("SPEG") line between Elgin and Glenmore currently owned by the Authority.

The ORDC Grant is subject to the following conditions:

The Authority project to repair the Scott Equity branchline shall meet the program guidelines of the ORDC Track Rehabilitation Program as well as the guidelines of the Local Rail Freight Assistance Program of the FRA.

The Authority must demonstrate, to the satisfaction of the Ohio Department of Development and the Austin Company, that it has 100% of funding for any and all infrastructure needed to certify the Van Wert site as a "Job Ready Site".

Any and all ORDC funding for the Authority's Scott Equity branchline project shall be sourced solely from the proceeds of the salvage of the Elgin to Glenmore line.

The ORDC must secure appropriation authority from the State Controlling Board for the proceeds of the salvage of the Elgin to Glenmore line.

The Authority must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending ORDC funds.

PROJECT BRIEFING: CITY OF GREENFIELD, MIDLAND CITY TO GREENFIELD LINE BRIDGE REHABILITATION

January 20, 2011

Project Costs		Project Benefits
ORDC Grant	**$235,000**	**Helps Re-Open Rail Service to Johnson Controls**
City of Greenfield	**up to $58,000**	**Helps Restore 120 Rail-Dependent Jobs**

INTRODUCTION: ORDC staff recommends approval of a grant of $235,000 to the City of Greenfield for the rehabilitation of 4 bridges, 4 miles of track, and 8 bridge approaches on the 29.5 mile long Midland City to Greenfield Line. The work will include platform replacement, bridge tie replacement, walkway removal/replacement, ballast replacement and installation, track raising and other necessary repairs. Should there be funds remaining from addressing these immediate needs, the purchase and installation of additional bridge ties and ditch cleaning will be advanced. The $235,000 in ORDC work will be matched by the Indiana and Ohio Railway's engineering expertise and contributions from the City of Greenfield.

BACKGROUND:

Brief History of the Line: The Midland City to Greenfield Line was formerly part of the CSX Transportation east coast to St. Louis mainline. In the early 1980's, CSX discontinued using most of the Ohio portion of this line as mainline track, abandoning some portions, and operating others as branchlines. In 1987, CSX filed to abandon the 29.5 miles of branchline operations between Midland City and Greenfield because it was losing money for CSX. At that time, the major shippers were two grain elevators as well as two manufacturing plants, Packaging Resources, and Johnson Controls. Candle-lite had a small facility in Leesburg along the line but was not using rail service at the time. Because the line had heavy, welded rail, the net liquidation value of the 29.5 miles of track was high, $2,400,000.

The shippers and prospective shippers along the line formed the Greenfield Shippers Association (GSA) to preserve the line. The Ohio Department of Transportation, Division of Rail (ODOT Rail) worked with the GSA, the City of Greenfield, and the fledgling Indiana & Ohio Railroad (I&ORY) to save the line from being torn up. ODOT Rail provided $1,341,966 in Federal Railroad Administration funds and $346,034 in State funds to the City of Greenfield to help it to acquire the line. The GSA and I&ORY provided $712,000 toward the purchase. The City has owned and the I&ORY has operated the line under a lease with the City since the City purchased the line in 1988.

Initially, the Greenfield Line connected to the CSX Midland Subdivision Line between Columbus and Cincinnati. In October, 2004, RailAmerica, the parent company of the I&ORY, obtained a long term lease for the Midland Sub from CSX. The Greenfield Line now has direct access via I&ORY and RailAmerica lines to interchange traffic in Cincinnati and various other connecting points on the CSX, Norfolk Southern, and Canadian National. A map of the southwest Ohio area is included as Exhibit "A".

Initially, the grain traffic provided the base for rail operations. However, grain traffic diverted to trucks to local consumers or to the Ohio River to be loaded on barges. The traffic generated by Candle-lite (inbound paraffin) helped replace the grain traffic as Candle-lite grew from a small company with a few dozen employees to a sizable manufacturing concern which now employs about 667 people in Leesburg and 62 people in sales and marketing in Blue Ash. Packaging Resources (in New Vienna) was acquired by Huhtamaki and currently employs about 250 people. It receives inbound plastics via rail. Johnson Controls in Greenfield mothballed its

Greenfield operations in 2008 which had been receiving hazmat chemicals by rail used to produce foam products.

Recently, Johnson Controls has begun the process of re-opening the Greenfield plant and will begin to employ approximately 120 people while the plant runs at half capacity (one production line) initially, with plans to open the second production line sometime in 2011. The plant had employed 220 people before it was closed, and will return to that approximate level once both lines are restored. Early startup of the plant will use truck service, but rail is required for continued competition in the market. Once this rail service is begun, Johnson Controls will require 70-75 carloads yearly, with this demand ramping up to approximately 145 carloads yearly once the second production line is restored.

In 2009, ORDC provided the City with a $210,000 grant matched by $50,000 from the City's railroad fund, (funds raised by a $60 per car charge that both the shippers and I&ORY (i.e. $120 per car) pay into the City fund). The work performed was the installation of 2,600 ties from MP 45 to MP 49, MP 67.5 to MP 70, and MP 74 to MP 75.5, the repair of turnouts at MP 56.9 and MP 64.2, and surfacing where ties were installed. In November 2010, ORDC provided the city with a $130,000 grant matched by $95,270 in work already performed by the City to install 1,600 ties from MP 50.3 to MP 51, MP 52.3 to MP 55.5, MP 57.5 to MP 58, and at the Leesburg Siding and associated surfacing where the ties were installed.

Current Situation: Traffic on the Greenfield Line has dropped off in recent years. In 2004, the line generated 867 carloads of traffic and in 2005 traffic volumes rose to 922. However in 2006 traffic dropped to 621 cars. In 2007 traffic totaled 552 cars and in 2008 traffic totaled 542 cars. With the recession in 2008, and the mothballing of Johnson Controls, traffic dropped to 394 cars in 2009. For 2010, the line generated 336 cars in the first 10 months of the year.

The City is responsible for rail line maintenance using the railroad fund to perform necessary tasks. The downturn in railroad traffic has made this job much tougher. The City is working with the I&ORY to develop ways to cut maintenance costs.

The condition of the Greenfield Line is generally good with track speeds generally at 25 MPH.

PROJECT DESCRIPTION: The proposed project consists of bridge work at bridges with a repair priority of "2," which are the most needed repairs to the bridges on the line, and various track rehabilitation items required for safe service and to prevent further deterioration. Current immediate repairs consist of replacing lookout platforms and bridge ties, replacing a riser block, raising the approaches to four bridges (both sides) and replacing or removing walkways on the bridges, and repairing washouts, and replacing ballast on the track itself. The total work estimate is presented below:

Greenfield to Midland City Bridge Rehabilitation Costs

Item	Unit Cost	Total Cost
MP 68 to 72, Repair Wash Outs, add 1,000 Tons/Ballast ($10/ton ballast, $10/ton install)		**$20,000**
Raise Bridge Approaches (#65.2, 65.93, 67.65 & 69.4) ($2/foot)		**$20,000**
#65.93 Replace 4 Lookout Platforms		**$19,000**
#67.65 Replace Lookout Platforms		**$19,000**
#67.65 Replace 1/3 bridge ties		**$45,000**
#67.65 Replace Riser Block – Pier 1		**$45,000**

#74.30 Remove walkway/Install 4 Lookouts	**$24,000**
#74.51 Replace or remove walkway	**$8,000**
Johnson Controls #3 Replace missing walkway planks	**$16,000**
Mobilization and Material Freight	**$26,600**
Total	**$242,600**

Should this work be completed and funds be remaining, the additional work to be funded is outlined below:

Item	Unit Cost	Total Cost
#67.65 Replace remaining 2/3 bridge ties		**$90,000**
MP 68 to 72, Clean Ditches		**$30,000**

The City will let competitive bids for the track work. The I&ORY will inspect the project work. The City will be responsible for continued maintenance of the track.

WHY ORDC FUNDING IS NEEDED: The economics of the line preclude private financing for all the capital needs on the line.

PROJECT BENEFITS:

- Necessary to re-open Johnson Controls' Greenfield plant, creating 130 new jobs.
- Required for future re-activation of second production line in 2011, creating another 80 jobs.
- Brings an additional 70-75 yearly carloads initially and 145 yearly carloads over the long-term.
- Other businesses in the area depend upon the continued viability of the rail-dependent shippers on the Greenfield Line.

SPECIAL CONTINGENCIES: ORDC's Secretary-Treasurer will decide whether to take project funding from GRF funds, or from funds returned to ORDC from the salvaging of track that had been acquired with federal funds.

OTHER CONTRIBUTIONS: The City of Greenfield will provide up to $58,000 of the funding.

RESOLUTION 11-03

RE: CITY OF GREENFIELD: MIDLAND CITY TO GREENFIELD LINE *REHABILITATION GRANT*

A RESOLUTION DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO THE CITY OF GREENFIELD UNDER CHAPTER 4981 OF THE OHIO REVISED CODE.

WHEREAS, this Commission as the Ohio Rail Development Commission (ORDC) created by Chapter 4981 of the Ohio Revised Code, has the responsibility of reviewing and making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Ohio Revised Code (the Act) proposed to be provided; and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to the City of Greenfield (the City); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the City; the determination of the Executive Director of the ORDC and the facts upon which such determination is based, that the proposed assistance will conform to the requirements of the Act and the terms of the proposed assistance; and

WHEREAS, the ORDC has reviewed such submissions and discussed them with the Executive Director and staff of the ORDC the proposed assistance; and

WHEREAS, on the basis of such review and discussions, the ORDC has determined that the provision of assistance to the City, as set forth in the ORDC staff's submissions, is appropriate.

NOW, THEREFORE, BE IT RESOLVED by the ORDC of the State of Ohio:

Section 1. That the ORDC determines that the assistance proposed to be provided under the Act to assist the City with the Rail Service Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the City, the nature, amount and terms of which are summarized in Exhibit A attached hereto.

Moved By _____
Seconded By _____

Upon roll call, the vote resulted as follows:

James G. Bradley, Chairman	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Barbara Hammontree Bennett	_____	yes	_____	no	_____	absent	_____	abstained	____ recused
Robert Greenlese	_____	yes	_____	no	_____	absent	_____	abstained	____ recused
Solomon Jackson	_____	yes	_____	no	_____	absent	_____	abstained	____ recused
William Murdock for Mark Kvamme	_____	yes	_____	no	_____	absent	_____	abstained	____ recused
William Lozier	_____	yes	_____	no	_____	absent	_____	abstained	____ recused
Thomas McOwen	_____	yes	_____	no	_____	absent	_____	abstained	____ recused
Ronald C. Rasmus	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Larry Sowers	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Herk Wolfe	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Gregory Murphy for Jerry Wray	_____	yes	_____	no	_____	absent	_____	abstained	____ recused

ORDC ACTION: Motion approved _____ Other action _____
Motion denied _____ Date 1/20/2011

CERTIFICATE

I, the undersigned Chair of the ORDC, hereby certify that the foregoing is a true and correct record of the resolution of said ORDC.

_____ 1/20/2011
James G. Bradley, Chair Date

EXHIBIT A

A grant in an amount of up to Two Hundred Thirty Five Thousand Dollars ($235,000) (the "ORDC Grant") for the purpose of the rehabilitation of 4 bridges, 4 miles of track, and 8 bridge approaches on the 29.5 mile long Midland City to Greenfield Line and shall include platform replacement, bridge tie replacement, walkway removal/replacement, ballast replacement and installation, track raising and other necessary repairs (the "Rail Service Project") as defined herein pursuant to Section 4981.032 of the Ohio Revised Code at the City's location in the County of Ross, Ohio.

The ORDC Grant is subject to the following conditions:

1. The City must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending ORDC funds.

2. The City shall provide up to $58,000 of the funding of the Rail Service Project.

APPROVED PROJECT BRIEFING:
I&ORY LANCASTER TO LOGAN LINE
TRACK REHABILITATION PROJECT, PHASE I OF III

January 12, 2011

Project Costs	
ORDC Grant	up to $150,000
I&ORY	up to $150,000

Project Benefits

Preserves Effective Service to 3 Rail Dependent Users Employing 259 People
Supports Investment/Expansion with 30 to 50 New Jobs
Supports Modest Rail Related Development Potential

INTRODUCTION: The Indiana & Ohio Railway (I&ORY) requested a grant of $389,450 to pay 50% of the total costs ($778,900) for the rehabilitation of its 17.3 mile long Lancaster (MP 32.2) to Logan (MP 49.5) rail line. ORDC Staff recommended that I&ORY perform the project over three years because of ORDC budget constraints. The I&ORY reduced its project request to up to $150,000 in ORDC grant funding for an up to $300,000 project to rehabilitate only the north end of the line from MP 32.2 to MP 38, a distance of 5.8 miles. ORDC has approved the 5.8 mile project but has made no commitments for any further phases of the Logan Line rehabilitation.

BACKGROUND: The I&ORY purchased the 43 mile long Columbus (Groveport) to Logan Line from CSX in the mid-1980's with no government assistance. The map included as Exhibit "A" shows the line. At Logan, the I&ORY line connects to the Hocking Valley Scenic Railroad and provides the scenic railroad its only connection to the mainline rail system. I&ORY's only connection to Class I railroads for the Columbus to Logan Line is at CSX' Parsons Yard in Columbus. I&ORY operates its crews for the line out of Lancaster with Lancaster crews serving Lancaster customers five days a week, serving Logan customers twice weekly, and interchanging in Parsons Yard three times a week with service to Groveport customers on the way into and out of Parsons.

At the time of the I&ORY acquisition, there was robust traffic in Groveport, Lancaster, and Logan. At present the traffic on the line is still robust between Columbus and Lancaster with that 26 mile portion of the line generating about 2,000 carloads a year. However, rail traffic on the Lancaster to Logan portion of the line suffered a major blow when Goodyear shut down its Logan plant in 1999. Rail traffic on the 17.3 mile long Lancaster to Logan portion of the line is currently marginal. Here are recent annual carloadings for the Lancaster to Logan Line:

Lancaster to Logan Carloads/Year

2007 – 224 Cars **2008 – 594 Cars** **2009 – 267 Cars**

The average carloadings per year for the 2007 to 2009 period were 362 cars, or about 21 carloads per mile. Using only 2008 carloadings, the highest in the three years considered, yields only 35 carloads per mile. The very marginal carloadings per mile support I&ORY proforma financial statements that showed the Lancaster to Logan line to be marginally profitable. The I&ORY has invested more per mile the last three years than its profits per mile.

There are three customers on the Lancaster to Logan Line, all of which are in Logan, Smead Manufacturing (paper products), General Electric (glass tubes), and Keynes Brothers (wheat milling). All are dependent on rail to stay competitive in their respective industries. Both Smead and General Electric are making major investments in their respective plants which will not only solidify the existing job base, but increase jobs.

There are modest economic development potentials along the Lancaster to Logan line. Local Logan officials are currently working on landing prospects in the former Goodyear building that require rail service. In addition, Logan officials are promoting a 13 acre site in an established industrial park along the line.

The Lancaster to Logan line is generally in fit, FRA Class I condition with adequate tie condition, good track geometry, and light, 100 lb. rail that is prone to breaking due to its age (85 years old). Much of the line runs next to the Hocking River so washouts can be an issue. A serious derailment in 2008 caused extensive damage to the track and disrupted service to the shippers. The entire Columbus to Logan line cannot handle 286,000 lb. cars at this time. The Lancaster to Logan portion of the line had been at FRA Class II, 25 MPH condition but the track speed dropped with reduced capital allocation due to reduced carloadings.

I&ORY plans on investments in the Lancaster to Logan line to prevent any further decline in traffic and track condition. Line shippers have indicated that more frequent service, i.e. three times a week, could increase carloadings and reduce demurrage in some instances. I&ORY anticipates that getting the Lancaster to Logan line up to FRA Class II, 25 MPH condition (after the three phase project is complete) will enable I&ORY crews to serve Logan three times a week and interchange in Columbus five times a week because of the time savings in getting over the 17 miles of track to reach shippers.

PROJECT DESCRIPTION: I&ORY provided the following current cost estimate for track work needed:

Lancaster (MP 32.2) to South of Lancaster (MP 38) Track Rehabilitation

Work Item	*Unit Cost*	*Total Cost*
Purchase 3,000 Cross Ties	**$36 per tie**	**$108,000**
Install 3,000 Cross Ties	**$30 per tie**	**$90,000**
Purchase 120 Kegs of Spikes	**$75 per keg**	**$9,000**
Surface Track, 1" Raise, 31,680 ft.	**$1.25/ft.**	**$39,600**
Purchase 1,800 Tons, Ballast	**$10 per ton**	**$18,000**
Unload 1,800 Tons, Ballast	**$2 per ton**	**$3,600**
Daily Work Train, 2 Days	**$1,500 per day**	**$3,000**
Mobilization		**$10,000**
TOTAL		**$281,200**

ORDC Staff will develop a grant agreement with I&ORY for up to $150,000 based on a dollar for dollar matching basis. Staff will expand the project south of MP 38, or augment work between MP 32.2 and MP 38 to fully utilize the $150,000 in grant funding to accomplish as much track work as possible. I&ORY will be responsible for maintaining the rehabilitated track to FRA Class II standards.

WHY ORDC FUNDING IS NECESSARY: The marginal economics of the Lancaster to Logan line preclude I&ORY from raising the track to FRA Class II standards in a timely manner with proceeds from the line.

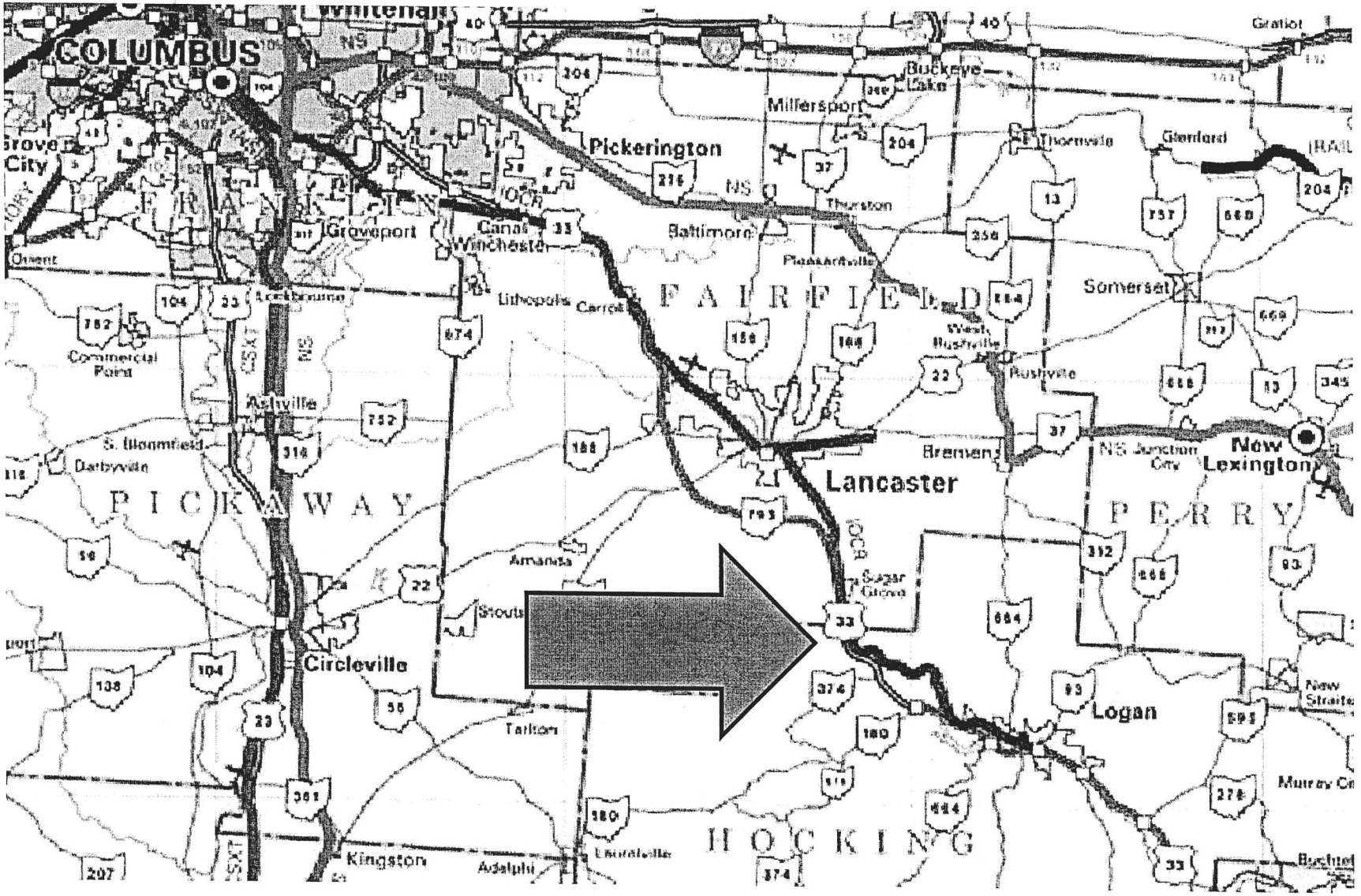
PROJECT BENEFITS

- Helps improve the effectiveness of rail service to three rail dependent shippers that employ 259 people.
- Effective rail service critical to expansion/investments by companies that will add 30 to 50 new jobs.
- Effective rail service helps promote economic development in Logan at former Goodyear plant and at a Logan industrial park.
- I&O saves on operating crew costs as well as track maintenance costs enhancing the viability of the line.

SPECIAL CONTINGENCIES: ORDC's Secretary-Treasurer will decide whether to take project funding from GRF funds, or from funds returned to ORDC from the salvaging of track that had been acquired with federal funds.

w:I&OLoganRehab

INDIANA & OHIO RAILWAY LANCASTER TO LOGAN LINE



Ohio Rail Development Commission

1980 West Broad Street • Columbus, Ohio 43223
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January 20, 2011

Pursuant to Ohio Rail Development Commission Resolution 99-15 "Spending and Signatory Guidelines," the undersigned hereby approves of the project described in the Approved Project Briefing entitled **I&ORY LANCASTER TO LOGAN LINE TRACK REHABILITATION PROJECT, PHASE 1** and dated January 12, 2011 as described in that briefing.

Matthew R. Dietrich
Executive Director

James G. Bradley
Chairman

APPROVED PROJECT BRIEFING:
ASHTABULA, CARSON, JEFFERSON RR
EMERGENCY BRIDGE REPAIRS

January 12, 2011

Project Costs	
ORDC Grant	$125,000
ACJ Contribution	$10,000

Project Benefits

Retains Service to 5+ Current Customers
Rail-Dependent Shippers Employ 525 People
Enables Handling of 286,000 lb. Rail Cars
Retains Economic Development Potential for Recently Closed Plant

INTRODUCTION: The Ashtabula, Carson, Jefferson Railroad (ACJ) requested assistance to repair two bridges on the 6.3 mile long, State of Ohio owned, Ashtabula to Jefferson line. Estimated costs for repairing and re-decking are $102,674 for the Mill Creek Bridge and $32,667 for the Griggs Run/Creek Bridge, a total of $135,341. The ORDC Chairman and Executive Director approved a grant of $125,000 to make repairs to both bridges.

BACKGROUND:

Brief History of the ACJ Line: The State of Ohio bought the ACJ line from Conrail with $175,000 in State funds in 1984. A map of the line is included herein as Exhibit "A" and a track chart is included as Exhibit "B". The line had been part of the New York Central Railroad and Penn Central before Conrail was formed. The ACJ interchanges with Norfolk Southern (NS) in Carson Yard which is located at the north end of the ACJ line. NS crews out of Conneaut provide interchange services in Carson Yard.

The ACJ Railroad has been the contract operator on the line since the State acquisition. The current manager of the railroad has been with the ACJ as an employee and part owner of the railroad operations since its inception in 1984, and has been the CEO and major stock holder in the railroad operations since 1991. The ACJ leases the railroad property from ORDC for a nominal fee. ACJ is responsible for operations, compliance with FRA and PUCO regulations, track maintenance, taxes, and any other liabilities involved in railroad operations on the State tracks and right-of-way.

The primary reason the State purchased the line was to preserve rail service to Champion Paper (later Stone Container and subsequently Smurfit – Stone) located in Jefferson at the end of the line. The paper plant was the biggest rail user for many years but the ACJ built up other traffic along the line by starting transloading operations for local companies that have no rail spurs. Smurfit-Stone shut down its Jefferson plant in March, 2010.

The State has not been very involved financially in the ACJ since 1984. In 1984, the ODOT Division of Rail helped build a run-around track in Jefferson at the south end of the line and in 1986 helped remove the super-elevation from the track in Jefferson and make other minor repairs for a total State investment of $165,000. In 2001, ORDC granted the ACJ $35,670 to add ballast and tamp 15,500 ft. of track.

The ACJ has steadily invested in the State owned track over the years. The continual investment has enabled the ACJ to raise its ability to handle heavy rail cars on its tracks (but not bridges) from 263,000 lbs. per car to the current industry standard of 286,000 lbs. per car. However, poor bridge conditions on the Mill Creek and Griggs Run bridges have precluded 286,000 lb. cars from getting to Jefferson. In addition, ACJ has built approximately 1,000 ft. of track at the north end of the line to facilitate interchange with NS and to store cars. The line is in FRA Class I condition except for the slow orders on the two bridges.

Current Operations: The traffic generated by Smurfit-Stone declined before the Jefferson plant was shut down. Before its decline, it generated well over 50% of the rail traffic on the line. ACJ has been able to attract a significant amount of transload business to the line, especially plastics. ACJ handles only bulk hopper traffic, not "gaylord" box car traffic. ACJ handles inbound plastic pellets and resins for local companies such as Dillon Products of Middlefield and Program Plastics of Geneva. It also serves distributors such as I Stern who use the ACJ as a jumping off point for final delivery for a variety of end users in Ohio, Pennsylvania, and New York.

ACJ transloads plastics at the south end of the line in Jefferson where there are well paved public access roads, a good gravel surface next to the mainline and run around tracks, a scale, and access to rail cars from both sides. ACJ does handle some perlite transloading at the north end of the line but ACJ does not control the access road there and there is very limited space alongside the tracks for trucks to transload.

Over the last three years, the ACJ has handled 1,201 carloads of freight, an average of 400 cars a year. (746 cards of plastics, 207 cars of pulp board for Smurfit Stone, 193 cars of perlite, and 55 cars of assorted commodities.) ACJ is marginally profitable. It invests more per mile than it reaps profits per mile.

The ACJ serves 62 acres of industrial land at the north end of the line. In addition, the former Smurfit-Stone plant is being marketed for redevelopment. A rail user has made an offer to buy the Smurfit-Stone property but it was not accepted. Negotiations continue.

In addition to the freight operations, ACJ hosts an annual tourist train for special event services. The tourist operation generates about 7,000 to 9,000 riders a year and helps stimulate tourist related local expenditures.

PROJECT DESCRIPTION: After inspecting the line last year, an FRA inspector noted defects on the bridge over Mill Creek located in the middle of the line. Without repair by this Spring, the FRA will likely not allow ACJ to continue operations over the bridge. In addition, ACJ and FRA inspections show that a bridge about 1 mile north of the Mill Creek Bridge over Griggs Run/Creek will need significant repairs soon. The FRA inspector informed ORDC Staff that he believed repairs to both bridges were needed this year. Here is a listing of needed bridge repairs developed by local bridge and railroad contractors:

Mill Creek: Structural Repairs	**$26,424**
Install Shoring to Support Beams	
Chip and Remove Concrete from Pier	
Install dowel and Rebar into Sandstone	
Form and Pour Pier	
Remove Forms and Shoring	
Mill Creek: Deck Repairs	**$76,250**
Remove & Dispose All Existing Timbers	
Install 122 New Timbers	
Reinstall All Track	
Griggs Run: Structural Repairs	**$9,467**
Chip Pier & Abutment to Sound Concrete	
Install Mesh as Necessary	
Patch Pier & Abutment	
Griggs Run: Deck Repairs	**$23,200**
Remove 40 of 92 Bridge Timbers	
Install 40 New Bridge Timbers	
Reinstall All Track	

Both bridges have stone abutments and one stone center pier with steel girders supporting open bridge decks. The steel components, though over 100 years old, are in good condition. The cement caps on top of the stone piers and abutments need work on both bridges as do the bridge decks themselves.

ORDC will supply $125,000 toward Mill Creek and Griggs Run Bridge repairs. ACJ will provide $10,000 toward repairs and pay for any small cost overruns. ACJ also commits to providing $30,000 in new ties (about 500 ties) along the line as needed in this construction season. ORDC will continue to own the bridges and ACJ will continue to be responsible for maintenance. ACJ will bid out the work through a competitive process.

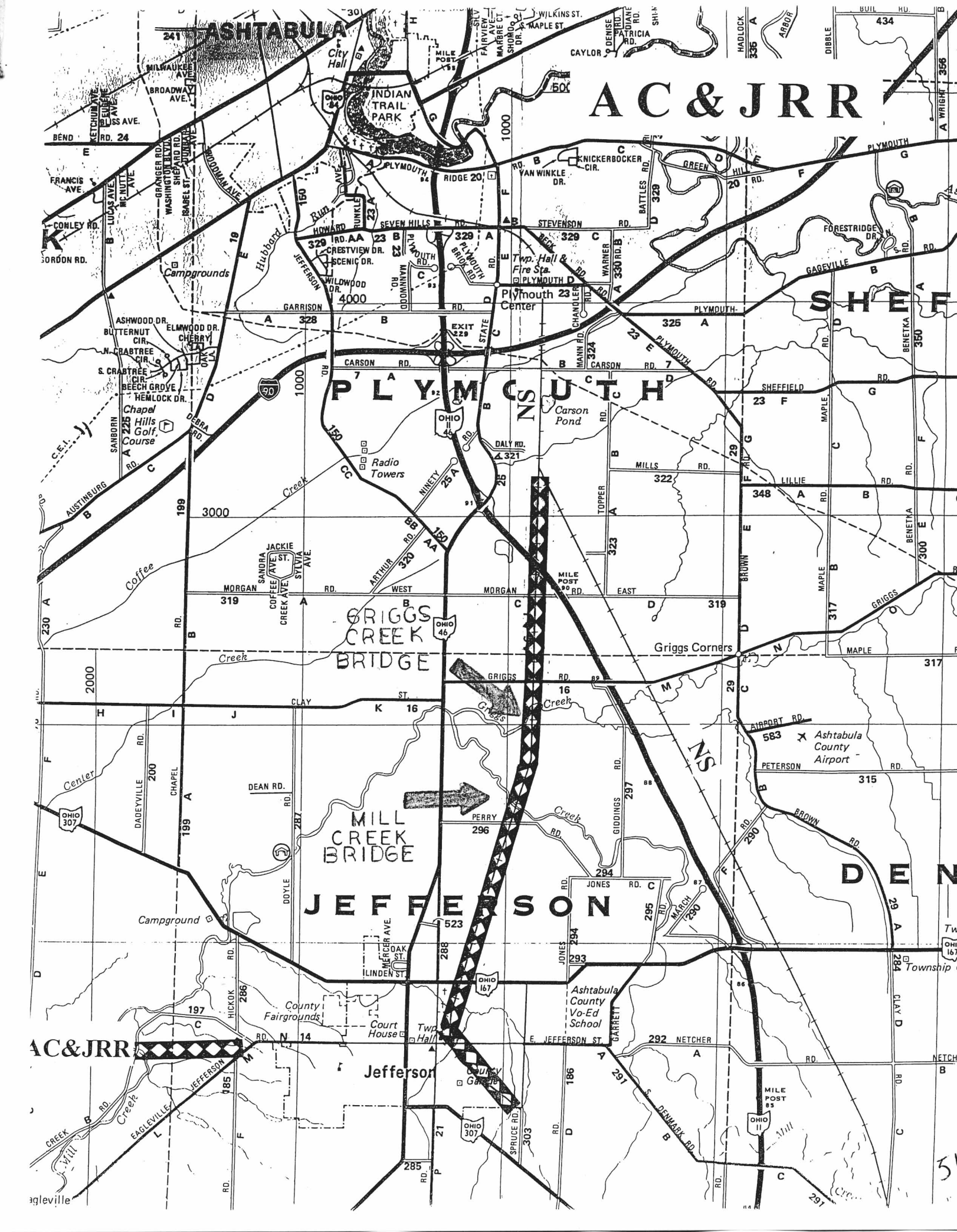
WHY ORDC FUNDING IS NEEDED: Without ORDC grant funding, the project will not be done.

PROJECT BENEFITS:

- Dillen Products has increased its use of the ACJ which is the closest transloading facility to its Middlefield plant. It is now the largest ACJ rail user generating about 50% of the traffic on the line Dillen depends on ACJ service to keep competitive in the horticulture industry (plastic pots and trays) receiving almost all of its inbound product via ACJ transload. Dillen employs 500 people.
- PVP Industries of N. Bloomfield uses the ACJ to transload perlite ore which it refines into industrial, construction, and horticultural uses. PVP gets 100% of its perlite ore in via the ACJ transload. It is the second largest ACJ user and employs 16 to 25 people depending on the seasonal nature of its business.
- The Smurfit-Stone plant needs ACJ rail service to be attractive for redevelopment. The current company interested in the building requires direct rail service.
- The annual tourist trains on the ACJ contribute to the Jefferson economy.
- Keeping the ACJ intact offers a wide variety of industries without rail service an option to experience lower cost transportation via transloading.

SPECIAL CONTINGENCIES: ORDC's Secretary-Treasurer will decide whether to take project funding from GRF funds, or from funds returned to ORDC from the salvaging of track that had been acquired with federal funds.

w:ACJBridgesApprovedProjectBriefing


ASHTABULA
City Hall
INDIAN TRAIL PARK
AC&JRR
PLYMOUTH
Plymouth Center
Twp. Hall & Fire Sta.
PLYMOUTH
SHEFFIELD
Carson Pond
Radio Towers
Chapel Hills Golf Course
Campgrounds
EXIT 229
OHIO 90
OHIO 46
OHIO 307
OHIO 167
OHIO 11
GRIGGS CREEK BRIDGE
MILL CREEK BRIDGE
Griggs Corners
Ashtabula County Airport
JEFFERSON
Jefferson
Ashtabula County Vo-Ed School
County Fairgrounds
Court House
Campground
Township
DENMARK
NETCHER
Eagleville
Hubbard Run
Coffee Creek
Mill Creek
Center Creek
Griggs Creek
MILE POST 90
MILE POST 85
KNICKERBOCKER CIR.
VAN WINKLE DR.
FORESTRIDGE DR.
GAGEVILLE
BENETKA
BROWN
GIDDINGS
DOYLE
HICKOK
GARRETT
SPRUCE RD.
DENMARK RD.
EAGLEVILLE
JEFFERSON
PLYMOUTH-NEW HAVEN
PLYMOUTH-ASHLAND
PLYMOUTH-NORWALK
PLYMOUTH-MANSFIELD
PLYMOUTH-SHELBY
PLYMOUTH-CLEVELAND
PLYMOUTH-CRESTLINE
PLYMOUTH-GALION
PLYMOUTH-MARION
PLYMOUTH-BUCYRUS
PLYMOUTH-CRESTLINE
PLYMOUTH-GALION
PLYMOUTH-MARION
PLYMOUTH-BUCYRUS

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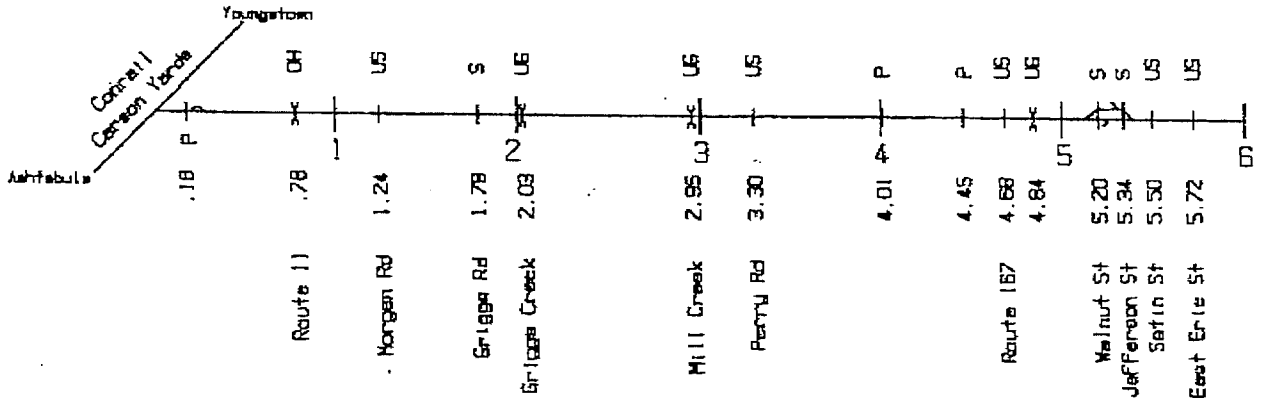
AC&J RAILROAD
01/11/2011 09:36 FAX 4405768848

Ashtabula Carson & Jefferson Railroad Co.

MP 0.00 - MP 6.00



Key

P - Private Crossing
S - Signaled Road Crossing
OH - Overhead Bridge
UG - Underground Bridge (Trestle)
US - Unsignaled Road Crossing
I - Bridge

A C J R			
TITLE: Mileage Diagram			
SIZE: A	CODE: T	Drawn by: C A B	REV: 1.0
DATE: August 27, 1991		SHEET 1 of 1	

Ohio Rail Development Commission

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January 20, 2011

Pursuant to Ohio Rail Development Commission Resolution 99-15 "Spending and Signatory Guidelines," the undersigned hereby approves of the project described in the Approved Project Briefing entitled **ASHTABULA, CARSON, JEFFERSON RR EMERGENCY BRIDGE REPAIRS** and dated January 12, 2011 as described in that briefing.

Matthew R. Dietrich
Executive Director

James G. Bradley
Chairman

PROJECT BRIEFING:
CLEVELAND COMMERCIAL RAILROAD
STEEL COIL TRANSLOAD ON RANDALL SECONDARY

January 14, 2011

Project Costs		Project Benefits
ORDC Grant up to	**$85,000**	**Four Steel Processers Get Rail Access/Save**
CCRR Loan Repayment up to	**$85,000**	**Shipping Costs/Access New Markets**
		CCRR Increases Business on New Short Line

INTRODUCTION: Cleveland Commercial Railroad, LLC (CCRR) requested an up to $85,000 grant and up to $85,000 loan to help it develop a new steel coil transloading facility in Cleveland on the Randall Secondary Line to serve four steel processers, Olympic Steel, Monarch Steel, Phoenix Steel Services, and Samuel Steel Pickling. The funds would pay for a new turnout, the rebuilding of a 2,300 ft. spur, a stone driveway and stone loading pad. For loan repayment, Staff is considering a per car payment in the $50 per car range to ORDC with a balloon payment due after 5 years no matter what the carloadings are. In this way CCRR's liability is limited during the start-up period while ORDC is ensured of getting its money back in 5 years but could get it back much sooner if business exceeds current projections. ORDC Staff requests that ORDC Commissioners authorize the Executive Director to develop the final terms of the loan. The project would be done on a 50/50 basis with ORDC grant dollars matching CCRR's loan commitment dollar for dollar.

BACKGROUND

Brief Recent History of the Randall Secondary: The Randall Secondary was considered to have marginal branchline economics when Conrail owned and operated it in the 1990's. In 1996, Conrail started a competitive bidding process to sell the Randall outright to the highest short line bidder. The sale of Conrail to Norfolk Southern and CSX intervened in the Conrail plans. In 1997, the Conrail sale of the line to a short line was taken off the table. NS ended up as the new owner of the line via its purchase of 58% of Conrail.

Conrail had taken the Solon to Aurora/Mantua portion of the line out of service in the 1990's. Just before the sale of Conrail, ORDC had been working with a potential plastics shipper at the end of the line in Mantua, Cantex, to open the line back up. ORDC continued to work with Cantex after NS took over the line. ORDC had worked out grant ($150,000), loan ($250,000) and Grade Crossing funding (over $500,000) to help defray the $1.1 million costs of getting the line reopened. Disagreements between Cantex and NS about carload commitments, and ever increasing costs for reopening the line, caused the efforts to reactivate service to fail. Since that time, the line between Solon and Mantua has deteriorated and many of the crossings along the line have either been paved over or taken out, in many cases without the permission of the railroad.

In 2008, NS contacted several short line railroads and offered them an opportunity to submit proposals to take over the operations of the Randall line. CCRR emerged from this competitive selection process as the railroad chosen to operate the line. On June 15, 2009 CCRR commenced operations of the line under a 10 year lease. A map of the Randall Secondary is included herein as Exhibit "A".

Current Logistics on the Randall: CCRR has operated the 10 miles of Wheeling & Lake Erie (W&LE) owned track from the east side of Cleveland to Bedford/Glen Willow since July 1, 2004. The synergy of operating two nearby lines benefits the CCRR operations on both of them. CCRR crews can physically get from the W&LE line to the NS Randall line and vice versa via a connection of the two lines at Ferrous Processing and Trading. (CCRR now serves Ferrous for both W&LE bound traffic that uses the Cleveland to Glen Willow line and NS bound traffic that uses the Randall Secondary.) CCRR routinely moves locomotives and crews between the two lines. In addition, the proximity of the two lines enables CCRR officials to readily deal with existing or potential rail customers on both lines.

The CCRR's 10 year lease (with an evergreen renewal clause based on mutual satisfaction of the two railroads) on the Randall Secondary is structured so that its lease payments to NS diminish with every carload interchanged with NS. In effect, CCRR pays NS by delivering the Randall traffic to NS. The CCRR interchanges with NS on the Yardmaster Track, an interchange track near MP 5 of the Randall Line in Von Wiler Yard, a part of the Randall property. The Yardmaster Track is near "Erie Crossing", the place where the Randall (formerly the Erie) crosses the NS Pittsburgh to Cleveland mainline.

CCRR is providing daily service on the Cleveland (E. 37 Street) MP 2.5 to Solon, MP 15, portion of the Randall line, or on about 12.5 miles of the 25 mile long line. The track from approximately MP 15 to the end of the line at approximately MP 27.5 has been out of service for more than a decade. Cantex is still in operation at the end of the line at approximately MP 27.2.

The major CCRR customers on the Randall line are Petroliance in Cleveland at about MP 2.7 (inbound petroleum products), Cleveland Track Materials in Cleveland at about MP 5 (rail in, turnouts/switches out), Ferrous Processing and Trading in Cleveland at about MP 5.5 (scrap out), Giant Eagle Warehouse in Bedford Heights at about MP 13.5 (inbound frozen food), Sherwin-Williams in Bedford Heights at about MP 14.5 (inbound liquid petroleum gas, a hazmat), and Nestle in Solon at about MP 15 (inbound foodstuffs, wheat, canned vegetables). The line generated 2,075 cars in 2010.

The Randall line has eye popping potential for new rail business and rail related economic development. CCRR has identified 34 potential rail users located along the line. In one industrial park alone in Bedford Heights (where Sherwin-Williams is located) there are 21 rail served buildings. In addition, along what used to be the "Randall Yard" in Warrensville Heights between about MP 12 and MP 13.5, there are several vacant buildings as well as many going concerns that still have rail connections to the Randall line, or could easily be reconnected.

CCRR has just begun mining the potential of new business on the line. It has already added one new customer, Cleveland Scrap in Cleveland at about MP 3.5, right next to the CCRR Von Wiler Yard (outbound scrap metal).

The Randall Secondary is generally in good shape for FRA Class I operations. It has heavy, mainline rail, good tie conditions, and good track geometry. The major challenge facing CCRR in terms of track upgrades would be getting the 12 mile long Solon to Mantua line back in service.

Steel Transloading Development: CCRR recognized the potential for getting steel coils on the Randall track very early on. In November, 2009, ORDC Staff began coordinating with CCRR officials on the possibility of establishing a transload facility to handle steel coils. Initially a site in Bedford Heights was investigated but the costs of building new track as well as establishing a reasonable loading area proved to be too high for the amount of nascent rail business that could be counted on.

In the summer of 2010, CCRR officials literally found a 2,300 ft. industrial lead track off the Randall sitting in the weeds behind some buildings in a Cleveland industrial park. The out of service track had come off the Randall main track at approximately MP 9.1 and terminated in the parking lot of an industrial warehouse/factory building literally a stone's throw away from Samuel Steel Pickling. Samuel Steel Pickling itself is located right across a road from two of its major customers, Phoenix Steel and Monarch Steel, both steel processors. Olympic Steel's Bedford Heights plant is about 1.5 miles away. An aerial photo of the area is included herein as Exhibit "B". The discovery of the existence of the industrial lead provided an opportunity to revisit the steel coil transload concept.

CCRR coordinated with Norfolk Southern steel marketing to propose the concept of a transload behind Samuel Steel Pickling to Samuel, Phoenix, Monarch, Olympic and other area steel processing companies that have no direct rail service. CCRR's role is to get the transload built and serve it. NS' role is to market the mainline

movements by developing rate and service packages. The lead track that CCRR found is owned by WeStoreIt, the owner of the warehouse at the termination of the spur track. CCRR has been negotiating a lease arrangement for the track but the final lease has not been signed.

While rail rates are generally about $3 to $5 per ton lower than truck rates depending on the distances involved, there are challenges in the planned transloading operations that can negate the rail savings. First is the cost of the transloading itself, i.e. the drayage costs. Drayage costs can be virtually eliminated for Samuel, Phoenix, and Monarch because Samuel is positioned to handle the unloading and storage for all three companies. Samuel generally pickles the coils the other two companies handles so the only difference in logistics is that Samuel would unload from the rail cars with a mobile crane rather than from a truck. Samuel is happy to provide this service to its long time customers and neighbors. Olympic will need to send trucks to the transload but it already has business with Samuel Steel wherein it trucks coils to and from the Samuel plant. Samuel would continue to load and unload coils for Olympic at the planned transload for a nominal fee.

Another challenge is the time it takes for rail moves versus truck moves. Where trucks can move coils in one day or two, rail moves can take 5 to 7 days or longer. Some of the steel processors incur extra costs of ownership while the steel is in transit. Finally, it is often the situation that steel coil production is backlogged and particular coils need to be processed in a matter of a few days. Rail transit times can preclude moving these hot orders on rail.

Given the uncertainties of the steel processing business, the companies involved have been reluctant to make major commitments to use the new transloading facility. However, three of the companies, Olympic, Monarch, and Phoenix have projected that they will generate about 29 cars a month of transload business. In addition, Samuel is very interested in using the rail option to make its Cleveland operations more attractive but it does not control the shipping of the coils it processes and cannot dictate that its customers use rail.

PROJECT DESCRIPTION: The turn out from the Randall main track to the newly found spur track was taken out many years ago. In addition, about 400 ft. of the rail on the spur was salvaged at some time in the past by an unknown entity. The spur itself is overgrown with trees and brush for about 1,650 ft. of its 2,300 foot length. The rail that remains in the ground is heavy for a spur, 115 lbs., in fit condition. The entire line needs to be rebuilt and re-ballasted using whatever existing rail is still there.

In addition to the rail work, there needs to be a driveway constructed from Samuel Steel to the transload site so Samuel can access the transload with mobile crane. The transload area itself is dirt and needs to have a pad of crushed stone installed to facilitate loading and unloading of rail cars. The CCRR estimate for all work needed to develop the transload is included below:

CCRR Cost Estimate for Establishing Steel Coil Transload

Work Item	Cost/Unit	Total Cost
Install #10 Turnout/All New Timbers	**$21,611 (lump)**	**$21,611**
Construct 400 ft. of New Track	**$142.96/ft.**	**$57,182**
Clear Brush on 1,650 ft. of Track	**$7.44/ft.**	**$12,282**
450 Safety Ties	**$70.00/tie**	**$31,500**
Spikes, Bolts, Tie Plates	**Various**	**$5,000**
900 Tons, Ballast	**$20.00/ton**	**$18,000**
200 Tons Crushed Stone for Pad/Driveway	**$12.00/ton**	**$2,400**
Sub Total		**$147,975**
Contingency (15%)		**$22,195**
Grand Total		**$170,170**
Call (rounded)		**$170,000**

CCRR will be responsible for lead track and transload maintenance. CCRR will procure a lease of at least 5 years in duration for the track and property needed for the transload.

WHY ORDC FUNDING IS NECESSARY: CCRR does not have the capital to develop the transload. Without ORDC assistance, the transload would likely not be built in the near term if it were built at all.

OTHER CONTRIBUTIONS: NS is providing an attractive rail rate to the steel processors as well as an attractive revenue split with the CCRR. CCRR is seeking a rate rebate from NS to help cover transload costs.

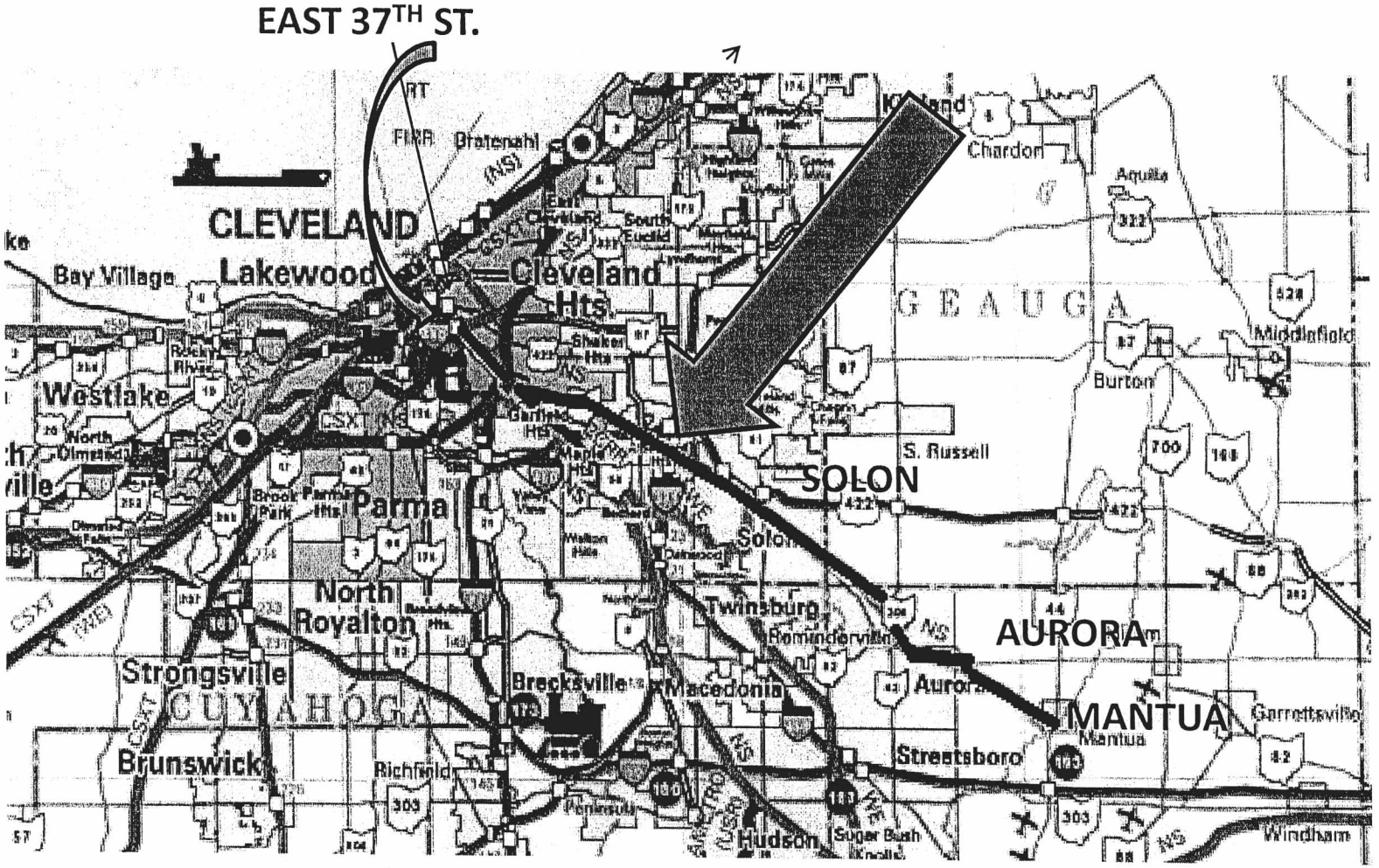
PROJECT BENEFITS:

- Steel processing companies will save about $105,000 to $175,000 a year ($3 to $5 per ton) assuming the minimum carload projections are attained. The four steel processing firms employ approximately 320 people at their affected plants.
- New markets for steel processors, e.g. 80,000 lb. coils, opened up by rail option.
- The viability of the CCRR Randall operations will be enhanced by the addition of steel coil business.

SPECIAL CONTINGENCIES

- ORDC's Secretary-Treasurer will decide whether to take project grant funding from GRF funds, or from funds returned to ORDC from the salvaging of track that had been acquired with federal funds.
- ORDC will not release any grant or loan funding until CCRR has executed a suitable lease for the lead track that demonstrates that CCRR will be able to operate the transload for at least 5 years.
- ORDC Staff requests that ORDC Commissioners empower the Executive Director to establish the final terms for the loan financing.
- ORDC grant dollars will be a dollar for dollar match for CCRR's ORDC loan financing.
- CCRR will be responsible for any and all cost overruns beyond the $170,000 estimate.

w:CCRRSteelTransloadProjectBriefing,1,11


EAST 37TH ST.
CLEVELAND
Bay Village
Lakewood
Cleveland Hts.
Westlake
Parma
North Royalton
Strongsville
Brunswick
Richfield
Brecksville
Macedonia
Twinsburg
SOLON
S. Russell
Burton
Middlefield
Chardon
Aquilla
AURORA
MANTUA
Streetsboro
Hudson
Windham
Garrettsville
GEAUGA
CUYAHOGA
CLEVELAND COMMERCIAL RAILROAD (CCRR)
RANDALL SECONDARY LINE

CCRR RANDALL MAIN
FOUND LEAD TRACK
TRANSLOAD SITE
SAMUEL STEEL
PHOENIX STEEL
MONARCH STEEL
CCRR RANDALL MAIN
Technologies
Miles Ave
Ramsay Ave
E 154th St
E 156th St
E 158th St
83rd St
164th St
E 167th St
Palda Dr
Ridgeton Dr
Wayne Dr
Wyatt Rd
Oakdale Ave
Alonzo Ave
E 153rd St
Johnston Pkwy
Lee Rd
S Miles Rd
Langly Ave
Lipton Ave
Seville Rd
Elberta Ave
Fairfax Ave
Bryce Ave
Glenpark Ave
Clearview Ave
Chateau Ave
E 162nd St
Tarkington Ave
Telfair Ave
E 173rd St

RESOLUTION 11-04

RE: CLEVELAND COMMERCIAL RAILROAD, LLC STEEL COIL TRANSLOAD ON RANDALL SECONDARY PROJECT LOAN & GRANT

A RESOLUTION DETERMINING THE APPROPRIATENESS OF ASSISTANCE PROPOSED TO BE PROVIDED TO CLEVELAND COMMERCIAL RAILROAD, LLC UNDER CHAPTER 4981 OF THE OHIO REVISED CODE.

WHEREAS, this Commission as the Ohio Rail Development Commission (ORDC) created by Chapter 4981 of the Ohio Revised Code, has the responsibility of reviewing and making recommendations to ORDC staff with respect to the assistance under Chapter 4981 of the Ohio Revised Code (the Act) proposed to be provided; and

WHEREAS, the ORDC has under consideration the provision of assistance under the Act to Cleveland Commercial Railroad, LLC (the Company); and

WHEREAS, the ORDC staff has submitted to this ORDC a Request for Assistance submitted by the Company; the determination of the Executive Director of the ORDC and the facts upon which such determination is based, that the proposed assistance will conform to the requirements of the Act and the terms of the proposed assistance; and

WHEREAS, the ORDC has reviewed such submissions and discussed them with the Executive Director and staff of the ORDC the proposed assistance; and

WHEREAS, on the basis of such review and discussions, the ORDC has determined that the provision of assistance to the Company, as set forth in the ORDC staff's submissions, is appropriate.

NOW, THEREFORE, BE IT RESOLVED by the ORDC of the State of Ohio:

Section 1. That the ORDC determines that the assistance proposed to be provided under the Act to assist the Company with the Rail Service Project (as defined below) is appropriate.

Section 2. That the ORDC approves the proposed assistance to the Company, the nature, amount and terms of which are summarized in Exhibit A attached hereto.

Moved By _____

Seconded By _____

Upon roll call, the vote resulted as follows:

James G. Bradley, Chairman	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Barbara Hammontree Bennett	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Robert Greenlese	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Solomon Jackson	____	yes	_____	no	_____	absent	_____	abstained	____ recused
William Murdock for Mark Kvamme	____	yes	_____	no	_____	absent	_____	abstained	____ recused
William Lozier	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Thomas McOwen	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Ronald C. Rasmus	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Larry Sowers	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Herk Wolfe	____	yes	_____	no	_____	absent	_____	abstained	____ recused
Gregory Murphy for Jerry Wray	____	yes	_____	no	_____	absent	_____	abstained	____ recused

ORDC ACTION: Motion approved _____ Other action _____
Motion denied _____ Date 1/20/2011

CERTIFICATE

I, the undersigned Chair of the ORDC, hereby certify that the foregoing is a true and correct record of the resolution of said ORDC.

_____ 1/20/2011
James G. Bradley, Chair Date

EXHIBIT A

A grant to the Company pursuant to Section 4981.032 of the Ohio Revised Code in the amount up to Eighty Five Thousand Dollars ($85,000) (the "ORDC Grant") and a loan in an amount of up to Eighty Five Thousand Dollars ($85,000 (the "ORDC Loan") to reinstall the #10 turnout, rehabilitate the WeStoreIt spur, construct a driveway between Samuel Steel and the transload facility, construct a stone rail car un/loading pad and other related work located in the City of Cleveland in Cuyahoga County ("Rail Service Project"). The terms of the ORDC Loan and Grant shall be determined by the Executive Director of ORDC.

The ORDC Grant and Loan are subject to the following condition:

1 The Company must meet all standard ORDC program requirements, including any applicable prevailing wage provisions, in expending the ORDC Grant and ORDC Loan.

2 The Company shall execute and obtain such documents as are deemed necessary by the ORDC to evidence, close and secure the ORDC Loan.

3 The ORDC shall require the Company to demonstrate, to the ORDC's satisfaction, that it has executed a lease for the lead track that demonstrates that the Company will be able to operate the transload for at least 5 years.

4 The Company shall be responsible for any and all costs in excess of the ORDC Grant and ORDC Loan.

5 ORDC Grant dollars shall be a dollar for dollar match with the Company's ORDC Loan.

OHIO RAIL DEVELOPMENT COMMISSION
2011 Meeting Schedule

January 20

March 10

May 12

July 21

September 15

November 10

Standing Committees will meet at 10:00 a.m.

Commission meetings begin at 11:00 a.m.

All meetings will be held at the following location:

Ohio Department of Transportation Headquarters
Lower Level
1980 West Broad Street
Columbus

This schedule is subject to change. Please visit the ORDC website at www.dot.state.oh.us/ohiorail prior to the scheduled meeting or call the Commission office at (614) 728-9497 to confirm dates, times, and locations.

Updated 12/28/10